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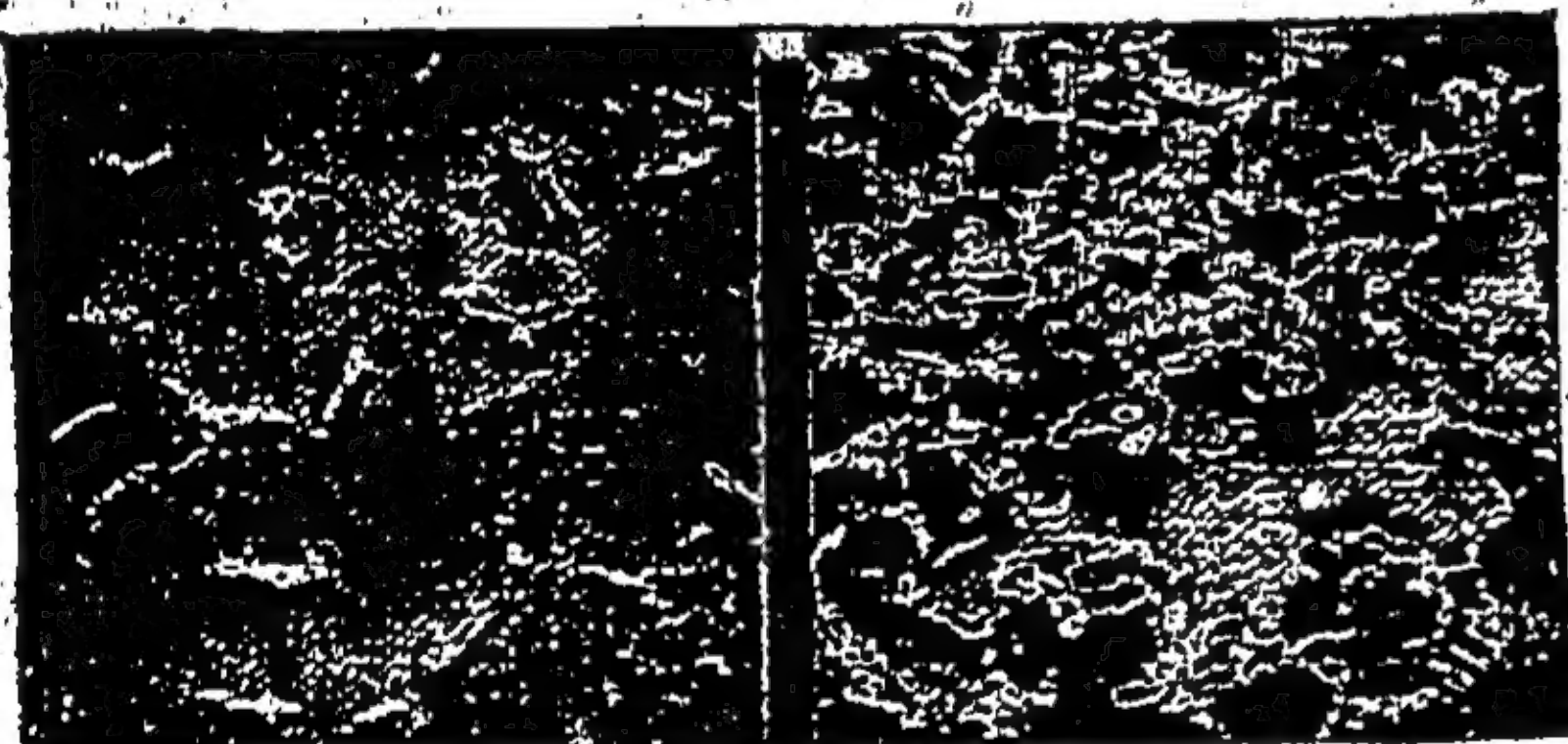
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Always in Season.

## IS INDIA WORTH KEEPING? THE VALUE OF HER PRODUCTS.

Mr. Atherton Mercer (formerly Secretary to the European Association, Calcutta), writing in a London paper says in answer to the question in the headline—

Most emphatically "Yes," and nobody who knows anything about the country would ever dream of asking such a question.

There may be people over here who, owing to ignorance, think India is of small value to our Empire, just as there are people over there who stirred up by political agitators, think that they could get along better without us, though they never stop to think what would happen to their country if England evacuated it.

England has, however, no intention or thought of any such evacuation. When the assumed control she assumed also certain obligations and responsibilities, and these she intends to fulfil, be the cost what it may.

The value of a country depends upon what it can contribute to the world, science, commerce, and industry, and also upon its strategic position, which latter, in the case of India, is of vital importance to the whole of the British Empire.

We are living in a commercial age, and so will consider here the value of India to the Empire solely from this point, though there are other ways of looking at the matter.

Viewed from this standpoint and under existing economic conditions, neither country can afford to do without the other.

India would find herself in a bad way if the supply of British goods and merchandise ceased, while many industries, both in this country and in many other parts of the Empire, would be paralysed if imports from India seriously declined or were directed to other channels.

A GREAT TRADING COUNTRY.

India is the sixth largest trading country in the world, and of her total imports last year 63 per cent. were from the British Empire—53 per cent. of these being from the United Kingdom—while 39 per cent. of her exports were bought by the Empire—25 per cent. of these being purchased by the United Kingdom.

India supplied Great Britain last year with goods to the value of nearly £63,000,000, and her total purchases from us amounted to about £88,000,000.

If to these figures the trade with other parts of the Empire be added—to wit, exports nearly £24,000,000; imports £10,000,000—the total value of India's commercial transactions with the British Empire works out at approximately £193,000,000 out of a total of £238,000,000, or nearly half of her total world's trade. These figures alone ought to be conclusive evidence of the commercial importance of the two countries to each other.

All through her long history India has been primarily an agricultural country and to-day 70 per cent. of her population are engaged in agricultural pursuits.

A consideration of some of the principal items of commerce will show how dependent the two countries are upon each other. India is the second largest cotton-growing country in the world, the area under this crop last year being nearly 23 million acres.

With the existing world shortage of cotton, it is not difficult to foresee the effect upon Manchester and other textile centres if the Indian source of supply were to cease.

Jute is another of the large industries of India which is of the utmost importance to this country. Practically the whole of the world's supply of jute fibre is obtained from North-Eastern India. The United Kingdom last year purchased about 67 per cent. of India's export of jute—raw and manufactured.

OUR TEA SUPPLY.

Another article of commerce to which we are very largely indebted to India and the shortage of which would cause dismay throughout the country is tea.

The area under tea cultivation last year was 710,000 acres, and the total exports amounted to 223 million lbs., of which quantity the United Kingdom purchased nearly 200 million lbs., Canada 12 million lbs., and Australia over 4 million lbs.

There are a great many other items of merchandise that the British Empire obtains from India—wheat, coffee, rice, metals and ores, hides and skins, leather, and so forth—but the examples quoted will suffice to show something of the extent of India's export trade to the Empire.

Among the principal items of export from the country to India may be mentioned railway plant and rolling stock, 94 per cent. of the total bought by India coming from the United Kingdom and 71 per cent. from Australia. Machinery, 84 per cent.; agricultural implements, 68 per cent.; cotton waste, 82 per cent.; and iron and steel, 68 per cent.

It would not be an easy matter for English exporters to find other markets for the Indian market were closed to them. India has a total area of 1,805,000 square miles and a population, at the last census of 1921, of 318,942,450—one-fifth of the total population of the world—and contains large tracts of land suitable for agricultural purposes which are now waste or only partly cultivated. The improvement of agricultural methods appears to be the best way of advancing the prosperity of the country, such methods as, for example, the provision of improved varieties of crops—the average yield of cotton per acre in India is only 38 lbs. as compared with 200 lbs. in the United States and from 300 lbs. to 400 lbs. in Egypt—the introduction of more up-to-date machinery, and the extension of the work of the agricultural colleges.

The most formidable weapon in war was not our heavy guns, but our *survival* *curia*.—Mr. Lloyd George.

Where one finds absolutely pure blood there one finds an absolutely stationary people.—Mr. Snell, M.P.

## INDIAN REFORMS INQUIRY.

THE TWO REPORTS.  
CONFLICTING VIEWS.

A summary of the majority and minority reports of the Committee appointed to inquire into the possibility of making modifications of the Government of India Act with the view to improving its working is now available. The majority state that the Act has not been in operation long enough to afford material for judgment, but there is no ground for the conclusion that it is a failure. The minority contrast this view.

The Muddiman Committee's report on Indian Reforms consists of Majority and Minority Reports. The former includes the views of Sir Alexander Muddiman himself, Sir Mohamed Shafi, Sir Arthur Froom, Sir Henry Moncrieff-Smith, and the Maharaja of Burdwan. The Minority Reports give the views of Sir Tej Bahadur Sapru, Sir Sivaswamy Aiyer, Dr. Daranajpe, and Mr. Jinnah.

The Majority Report observes that the Constitution has been in force too short a time to enable a well-founded opinion to be formed in regard to its success, but the evidence is not convincing that it has failed. The Minority Report contrasts this holding that the reforms have been given fair trial.

The majority recommend, *inter alia*, a relaxation of the control of the Secretary of State over the Government of India in cases affecting purely Indian interests, joint deliberation between the two sides of the Government on important questions, and joint responsibility of the Ministry. They further recommend that the Governor should not dissent from the opinion of Ministers, subject to the power of interference to prevent unfair discrimination between classes and interests, to protect minorities, and safeguard his responsibility for reserved subjects and regarding the interests of members of the permanent service.

The majority recommend that a Minister or member of the Governor's Executive Council should be able to recommend to the Governor that any case in his Department should be considered before a joint Cabinet or that side of the Government with which it is directly concerned, and that the secretary of the Department should inform his Minister of every case in which he differs from the Minister and all other cases which he proposes to refer to the Governor. They recommend that certain reserved subjects, including forests, boilers, gas, housing, and labour, should be transferred to enable Ministers' responsibility to be enforced.

There should be power to move resolutions of no confidence and resolutions questioning Ministers' policy and reducing Ministers' salaries in the Councils. The representation of the depressed classes and factory labourers should be increased. The Meston settlement should be revised so soon as there is a favourable opportunity. The member of the Executive Council in charge of Finance should not be in charge of any spending department.

Regarding the services, the majority recommend that any action that may be necessary for the protection of the services in the exercise of their functions, and the enjoyment of their recognized rights and privileges should be taken, that control over recruitment should be entrusted to the proposed public services commission, all communities possessing representation on the latter with due regard to efficiency.

The Minority Report lays emphasis on the fact that almost every non-official witness emphasised the need for provincial autonomy and the introduction of the principle of the responsibility of the Central Government. This report approves the statement that nothing but the disappearance of dyarchy and the substitution for it of provincial autonomy will pacify the Government's critics. It deals in detail with the points on which the minority differs from the majority, and gives reasons for the opinion that the present Constitution has failed.

It adds that the proper question is not whether any alternative transitional scheme can be devised, but whether the Constitution should not be put upon a permanent basis with provisions for future automatic progress so as to secure stability in government and the willing co-operation of the people.

The Minority Report finally expresses the hope that a serious attempt to solve the question will be made in the near future either by a Royal Commission or some other agency.

## NEWS IN VIRTUE.

EDITOR EXPLAINS LIMITATIONS  
TO CONGREGATION.

After evening services at a Church in Yorkshire, in mail week, instead of there being a sermon, Mr. Charles Ogden, editor of the *Yorkshire Observer*, spoke on "The Religion of the Daily Newspaper to Religion."

It was being widely suggested nowadays that the newspapers should be purified of everything that seemed to be bordering on the unclean, and that only the virtuous lives of people should be referred to. Unhappily the news value of virtue was very limited said the speaker. If people had lived ordinary sober, decent lives all their time, very few indeed would desire to be informed of their virtue. There was such a host of people so good, in other words so commonplace, that there was not a scrap of news value in them. As to the alleged uncleanness, nearly all of this sort of thing that appeared in print was from the law courts, and the magistrates and judges had large power to discriminate as to what should be published and what should not. The worst that happened in the law courts never appeared in any newspaper. If thought it would be fair to say that the daily Press never taught that the way of the transgressor was a path strewn with roses. It seemed to have crawled in bold type across its soiled pages the stern lesson: "The wages of sin is death."

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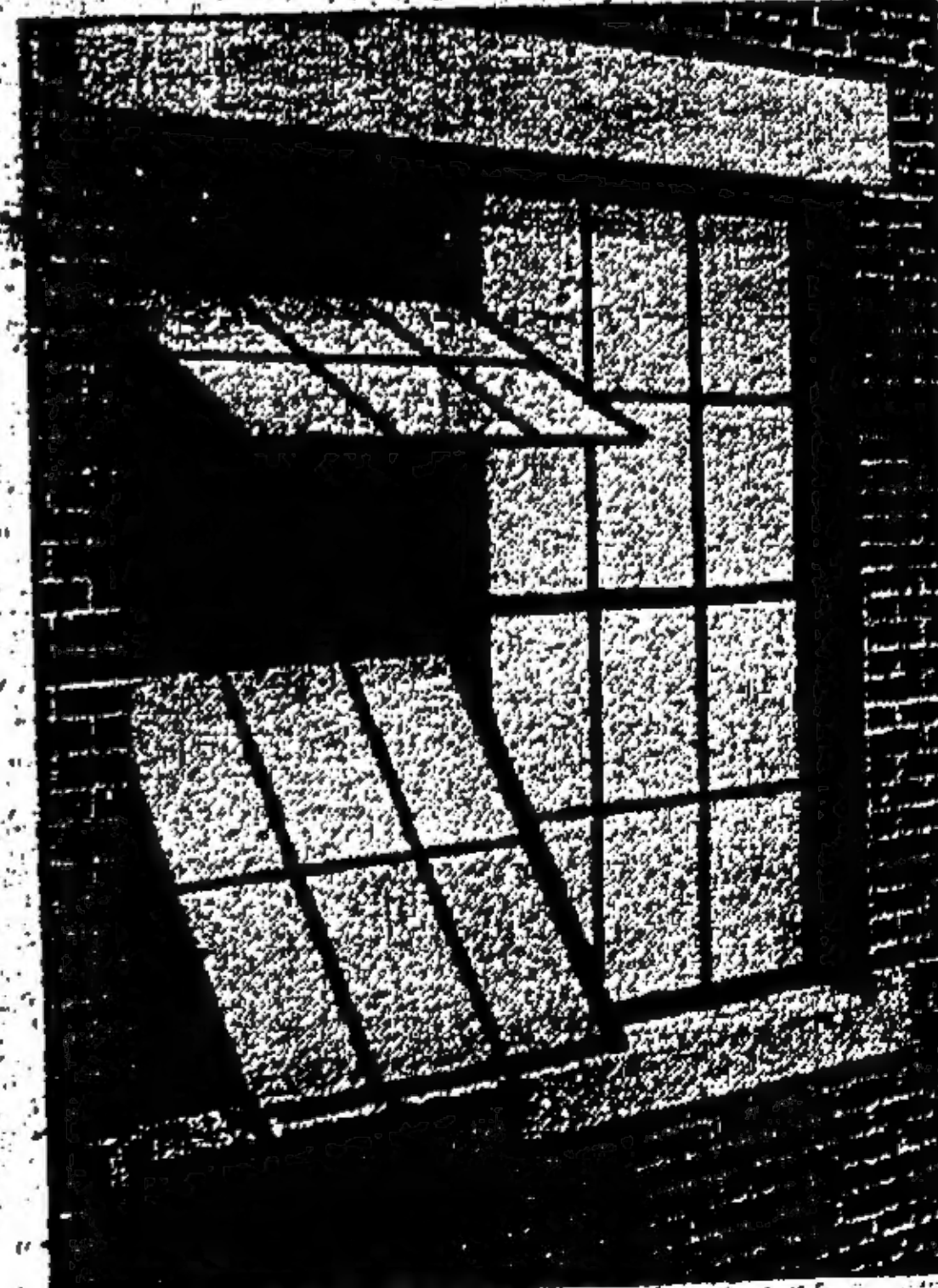
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### THE TRADE OUTLOOK.

#### THE DEPRESSED HEAVY TRADES.

The City writer in the *Daily Telegraph* writes:  
What are known as the heavy industries are passing through a depressing time, and there is as yet no break in the outlook to encourage hopes of steady improvement. The closing of pits in Northumberland and Durham just announced is unfortunate, but with the present selling prices the costs of winning the coal are not warranted. If the remarks of the chairman at the British Linen Bank meeting refer to Scotland, the same troubles are being experienced there. The present position of the coal industry is described as particularly unsatisfactory, and reduced prices, combined with increased cost of production, are threatening the economic basis of the industry in some areas. German competition has affected the export trade, and the competition of the U.S.A. in Europe and South American markets is a serious factor. The same story applies to the iron trade, where foreign competition has met an increased demand, and in the general engineering trades good prospects are spoiled by the fear of competition. There is nothing, it would seem, to justify the optimism with which the year started.

#### U.S.A. BUSINESS OUTLOOK.

Writing on Feb. 19th, the National Bank of Commerce in New York says that basic industries are expanding; employment is increasing, and there is continued confidence in good business. Resistance to price advances is recognised as widespread and in consequence the prospect of any prolonged rise in the general price level is daily growing more remote. "Stiff competition and stable prices certainly offer no promise of easy profits, but the situation at last seems to be one in which moderate forward commitments can be made with fair assurance, a condition which has not prevailed heretofore since the World War. The spirit of artificial optimism so much in evidence a few weeks ago has been largely eliminated, and the outlook to-day is satisfactory for all except those whose only idea of good business is the promise of speculative profits." As business expands the outlook is naturally for higher money rates, and the Bank expects this stage to be reached shortly. Hitherto, we are told, the great resources of many businesses have enabled them to meet their growing cash requirements without recourse to borrowing, but further expansion of production and distribution should be reflected in rates, though the heavy stocks of gold in the Federal Reserve banks and in circulation justify the expectation that advances will not be excessive. Since London is now apparently based on New York, our traders must hope this will be so.

#### SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extrême-Orient, of Saigon, in their report dated April 7th, say:—  
Our market is very excited and prices have considerably advanced in sympathy with the Hongkong market.

The engagements of the mills are still very heavy and no delivery can be obtained for April shipment unless at extravagant prices. Demand for rice from Europe is practically nil. Some sales have been made to Japan.  
For broken 1 and 2 mixed, the prices have declined. Rather important sales of rice meal have been closed with Liverpool buyers for April-May shipment.

The total amount of rice exported from January 1st to March 31st, 1925, is 301,811,906 tons against 402,450,000 in 1924.

We quote to-day white Saigon rice No. 2 sifted Japan quality, Hongkong \$6.20 per picul, f.o.b. Saigon, \$6.14, per picul, f.o.b. Saigon, Yen 8.35 per picul, f.o.b. Saigon, for April-May shipment.

Messrs. Wm. G. Hale & Co., Ltd., of Saigon, in their circular dated April 1st, say:—

Since our last report our market, as expected, has ceaselessly gone up. It does not seem that a weaker tone will prevail in a near future, prospects for Hongkong and Singapore being good and a fair demand being expected from Manila.

Furthermore, paddy holders of country, having now sold a good share of their crop, are not at all keen to let go the remaining stock, preferring to await the outcome of the situation. Market closes firm.

Freight to Hongkong.—During the first days of the fortnight under review a certain activity has been shown in this direction. An important lot of Japanese steamers of the Y.K.K. have been booked at about 20/2 cents per picul, when only two or three Norwegian steamers obtained 24 to 27 cents. At this price it would be possible to get more charters, but tonnage in Hongkong is scarce and British shipowners are still holding back asking for at least 30 cents, a rate which shippers here are unable to pay just now.

### CINEMA NOTES.

#### QUEEN'S THEATRE.

"Body and Soul," a photo-play promising to be the most interesting of Alice Lake's appearances on the screen will be seen to-day at the Queen's Theatre. It is a romance of the Latin Quarter, and Miss Lake proves as attractive in the Parisian atmosphere as if she had been born and bred within a stone's throw of the Seine.

#### WORLD THEATRE.

Johnny Hines, called the George M. Cohan of the screen, has the starring rôle in "Little Johnny Jones" which will be the feature attraction of the week at the World Theatre beginning to-morrow. "Little Johnny Jones" is a Warner Brother classic of the screen, adapted from the play of the same name written by George M. Cohan, and the vehicle in which that stage personality won his spurs and made himself a Broadway figure once for all.



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### THE CEMENT INDUSTRY.

CENTENARY CELEBRATION AT  
TIENTSIN.

The centenary of the cement industry is being celebrated this year and due honour is being paid to Aspidin of England, the inventor of cement. The Ches Hain Cement Co., Ltd., of Tientsin, described as the pioneer of the cement industry in China and the largest manufacturers in the country, are organising a big convention to be held in the near future at the National Grand Hotel, Tientsin. All the leading Chinese and foreign engineers, architects, contractors, municipal officers, bankers and industrial captains and prominent business men in China are to be invited to attend.

The programme will provide for an interesting exhibition of cement and concrete products made in China in the morning, demonstration lectures during the afternoon and a banquet in the evening at the National Grand Hotel. Important engineering organizations such as the Association of the Chinese and American Engineers, the Chinese Institute of Engineers, the Chinese Engineering Society, the China Society of Chemical Industry, etc., will send delegates. Prominent engineers, Mr. F. H. Barnes (Chief Engineer of British Municipal Council), Mr. K. Y. Kwong (one of the oldest railway engineers in China), Mr. F. C. Ross (Chief of Technical Department of Chihli-River Commission, etc.), will give addresses on interesting topics concerning the cement industry. The occasion is expected to be the biggest gathering of engineers and contractors in North China that has ever taken place.

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he said

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MORE -  
WOMEN**

but, later on,  
quite a different kind of damsel made him change his mind!

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"BIG BUSINESS," an exceedingly funny  
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# HONGKONG JOCKEY CLUB. ANOTHER BAD AFTERNOON FOR FAVOURITES.

## HALF MILE RECORD BROKEN.

At Happy Valley, yesterday afternoon, no less than seven favourites out of eight were beaten, and backers of outsiders must have had a good time.

In the first event, Gypsy Love, with Mr. Doyle in the saddle, defeated two better backed ponies in King of the Plains and Hathesay. The race was run in the record time of 38 seconds dead, the time for the quarters being 20.3-5 and 29.1-5. The previous best was 38.2-5, registered by Ah Moo, carrying 115 lbs. less than weight for hushes, on the off day at the annual meeting in 1921.

Out of 1,388 tickets sold in the second event 619 were on Quab and 303 on Scarecrow, the latter winning by 3 lengths.

For the selling race, there was a great rush on Baby Eyes (556 out of 1,823 tickets). The winner was Magnificent Dahlia, third favourite.

For the big event, the Great Metropolitan Handicap the betting was:

Gold Leaf	526
Grey Knight	383
Spotted Sand	323
Golden Chrysanthemum	199
Beauty Dahlia	148
Beldorney Star	84
Uncle Alf	80
Duke of Frisco	62
Curiosity Shop	40

The race was won by Curiosity Shop, who beat Grey Knight by half a length after a ding-dong race down the straight.

The winner, ridden by Mr. Nemazeo, lay in a handy position for the greater part of the journey, but answered gamely when called upon in the run home. Gold Leaf was third at the top of the straight, but crumpled up instead of putting in his well-known "rush." Curiosity Shop carried 115 lbs. over-weight and Golden Chrysanthemum had a 5 lb. penalty for his win on Saturday, the Stewards having exercised their prerogative and altered the original conditions, which read:

"A pony winning a race at this meeting and starting for a Handicap race on the same day will carry 5 lbs. in addition to the weight allotted for such Handicap."

In the fifth event, The Wasp (654 tickets) was beaten by both Gimlet (430) and Saracen (245).

In the sixth race, King Ptolemy (490) and Monitor (495) neither got a place, the winner Poppy Leaf (352) returning a dividend of \$19.60.

In the penultimate race, Aucheneuch was a firm favourite with 715 tickets out of 1,717, but was defeated by King Emperor, the third choice, whose dividend was \$16.30.

In the final event, the favourite at last got home, when Mr. Harriman's Dictator Dahlia to victory.

Riding honours went to Mr. Harriman (3), Lt. Cdr. Thompson (2), and Messrs. Doyle, Nemazeo and Davies one each.

Among owners, Mr. Bagram won two events, as did Mr. White; Mr. Carroll was victorious once, as were Mr. Dynasty, Mr. Dunbar and Mr. Ferdinand.

Due to a supreme effort, on the part of Mr. Doyle in the last event, Gaudie was enabled to credit his Excellency the Governor with place money for the third time in his last three outings.

Thanks to fine weather and some close finishes—with totalisator dividends well above the average on each day, the meeting has proved a great success.

Racing details follow:

## 1.—BANSTEAD PLATE.

For China ponies. Weight for inches as per scale. Jockey allowance. 1st prize, \$400; 2nd, \$150; 3rd, \$100.—Half Mile.

Mr. H. P. White's Gypsy Love, 155lbs. (Mr. Doyle) 1.  
Mr. Dynasty's King of the Plains, 155lbs. (Mr. Davies) 2.  
Mr. Warrack's Rayfield, 152lbs. (Mr. Gibson) 3.

Mr. Bagram's Phenomenal Dahlia, 158lbs. (Mr. Harriman) 4.  
Also ran: Alcantara (Mr. da Boza), Jambou (late Stunner Dahlia) (Mr. Pollock), Hathesay (Lt. Cdr. Thompson), Toomai (Capt. Hall), The Critic (late Critic Dahlia) (Mr. Sewell), Uncle Tam (Mr. Buck), Gump (Capt. Oxburgh).

Won by 2 lengths; 3 lengths.  
Time: 28.2-5, 68.

At the start, Gump got left at the post. Gypsy Love went out in front with King of the Plains close behind. Both leaders maintained their respective positions to the end, but half way down the straight Hathesay came with a rush and ran into third place.

Parimutuel:—Winner, \$38.80; Places: 1, \$9.20; 2, \$6.40; 3, \$12.30.  
Cash Sweep:—Nos. 426, \$1,641.50; 305, \$409; 221, \$234.50.  
Unplaced Ponies (\$50 each):—Nos. 115, 507, 52, 1, 287, 458, 140, 418.

## 2.—TATTENHAM PLATE.

For subscription griffins of any season that have never won an official race, whether starters or not. Weight for inches as per scale. Unplaced runners allowed 3 lbs. Jockey allowance. 1st prize, \$300; 2nd, \$150; 3rd, \$100.—One Mile.

Mr. H. P. White's Scarecrow, 145lbs. (Lt. Cdr. Thompson) 1.  
Mr. Wayloong's Quab, 155lbs. (Mr. Doyle) 2.  
Mrs. J. H. Taggart's Jimmy Lad, 155lbs. (Mr. Pollock) 3.  
Also ran: Lumbino (Mr. Harriman).

Won 4-3/4 lengths; 2-1/4 lengths.  
Time: 33.3-5; 1.11; 1.43.3-5; 2.14.4-5.

Scarecrow led three-quarters of the way with Quab running second and Lumbino third. Coming into the straight Jimmy Lad joined the leaders. At the distance post a great race ensued between Scarecrow and Quab, Scarecrow going on to win by three lengths, with Jimmy Lad third.

Parimutuel:—Winner, \$19.20. Places: 1, \$7.30; 2, \$3.80.  
Cash Sweep:—Nos. 235, \$2,310.00; 231, \$311.00; 230, \$315.30.  
Unplaced Pony (\$50 each):—No. 674.

## 3.—KEMPTON SELLING PLATE.

For all China ponies. If entered to be sold for \$300 or less, if to be sold for \$300 or more, weight for inches as per scale, if to be sold for \$400 or more, 5 lbs., and if to be sold for \$500 or more, 10 lbs. Special allowance: non-winning subscription griffins of 1925 allowed 5 lbs. Jockey allowance. Allowances accumulative. 1st prize, \$400; 2nd, \$150; 3rd, \$100.—Seven Furlongs.

Mr. Bagram's Magnificent Dahlia, 145lbs. (Mr. Harriman) 1.  
Mr. H. Birkett's Baby Eyes, 144lbs. (Lt. Cdr. Thompson) 2.  
Mr. Dynasty's King Emperor, 143lbs. (Mr. Davies) 3.

Mrs. R. M. Austin's Grey Streak, 152lbs. (Mr. Pollock) 4.  
Also ran: New York (Mr. Sewell).  
Won by 3 lengths; 4 lengths.  
Time: 16.1-5; 47.1-5; 1.13.3-5; 1.50.

To a capital start, King Emperor soon forced his way on to the rails; Grey Streak being second and Magnificent Dahlia last. There was no change in the position at the top of the hill, but just afterwards Magnificent Dahlia drew level with Baby Eyes. King Emperor led into the straight, but Magnificent Dahlia came very fast down the middle of the course; Baby Eyes moving into second place. In this order, they passed the post, with King Emperor third.

The winner was bought in at \$300.  
Parimutuel:—Winner, \$24.90. Places: 1, \$8.80; 2, \$4.30.

Cash Sweep:—Nos. 159, \$2,463.90; 433, \$705.40; 738, \$352.70.  
Unplaced Ponies (\$50 each):—Nos. 252, 417.

## 4.—GREAT METROPOLITAN HANDICAP.

For China ponies. 1st prize, \$500; 2nd, \$200; 3rd, \$100.—One and a half Miles.

Mr. Ferdinand's Curiosity Shop, 153lbs. (Mr. Nemazeo) 1.  
Mr. B. D. E. Beith's Grey Knight, 153lbs. (Mr. Pollock) 2.  
Mr. A. A. Alves' Golden Chrysanthemum, 153lbs. (Mr. da Boza) 3.

Mr. A. H. Carroll's Gold Leaf (late English Money), 151lbs. (Mr. Harriman) 4.  
Also ran: Spotted Sand (Mr. Davies), Uncle Alf (late Primrose Leaf) (Mr. Buck), Beauty Dahlia (Mr. Sewell), Beldorney Star (Lt. Cdr. Thompson), Duke of Frisco (late Silver Leaf) (Capt. Hall).

Won by 1 1/2 lengths; a length.  
Time: 35; 1.07.2-5; 1.32.1-5; 2.12.2-5; 2.45.3-5; 3.10.2-5.

At the start, Golden Chrysanthemum and Spotted Sand were out in front, Curiosity Shop being third and Beldorney Star last. The first time past the stands, Golden Chrysanthemum, Spotted Sand and Beauty Dahlia were abreast, with Curiosity Shop fourth; while Beldorney Star was still last. At the six furlong post, Duke of Frisco, Grey Knight and Uncle Alf moved up closer to the leaders. At the four furlong post, the field closed up, with Golden Chrysanthemum still in the lead. At the mile-and-a-quarter post, Grey Knight was almost up with the leaders. Turning into the straight, Grey Knight was slightly ahead with Gold Leaf and Spotted Sand coming very fast, but Curiosity Shop made a fine burst from the mile post and won by 1 1/2 lengths from Grey Knight; Golden Chrysanthemum coming in third and Gold Leaf fourth.

Parimutuel:—Winner, \$207.50. Places: 1, \$33; 2, \$11.40; 3, \$12.30.  
Cash Sweep:—Nos. 509, \$5,225.60; 925, \$1,525.60; 61, \$760.80.  
Unplaced Ponies (\$100 each):—Nos. 318, 718, 398, 644, 965, 760.

## 5.—WESTMINSTER STAKES.

For China ponies griffins of this season. Winners barred. Ponies placed second 5 lbs. extra. Ponies placed third 2 lbs. extra. Weight for inches as per scale. Jockey allowance. 1st prize, \$400; 2nd, \$150; 3rd, \$100.—One Mile.

Mr. L. Dugbar's Gimlet, 155lbs. (Lt. Cdr. Thompson) 1.  
Mr. H. P. White's Saracen, 153lbs. (Mr. Buck) 2.  
Mr. A. A. Alves' The Wasp, 155lbs. (Mr. da Boza) 3.

Dr. F. H. Kew's Wimmera, 154lbs. (Mr. Gibson) 4.  
Also ran: Uncle Tam (Mr. Sewell).  
Won by 1 1/2 lengths; 4 lengths.  
Time: 31; 1.04.3-5; 1.26; 2.08.3-5.

The first time past the stands, The Wasp and Gimlet went to the front with Wimmera last. At the five-furlong post Saracen moved up and Wimmera also closed on his horses. At the four furlong post, The Wasp and Gimlet were racing together, with Saracen third under the whip. Coming around the bend into the straight Gimlet just got his head in front, but he and The Wasp swung into the straight about level. Half way down the straight, Saracen and Gimlet were out in front and in a great race home, Gimlet beat Saracen by 1 1/2 lengths. The Wasp was third.

Parimutuel:—Winner, \$24. Places: 1, \$11.30; 2, \$13.10.  
Cash Sweep:—Nos. 629, \$2,771.20; 65, \$781.80; 283, \$295.90.  
Unplaced Ponies (\$50 each):—Nos. 239, 784.

# 6.—HYDE PARK HANDICAP.

Forced entry for subscription griffins of this season entered at this meeting. A sweepstakes of \$35 for starters, 50 per cent. for winners; second 30 per cent.; third 10 per cent. added. 1st prize, \$400; 2nd, \$200; 3rd, \$150.—One Mile.

Mr. A. H. Carroll's Poppy Leaf, 170lbs. (Mr. Harriman) 1.  
Messrs. Tester and Abraham's A.B. 160lbs. (Mr. Doyle) 2.  
Mr. Fate's Two Pairs, 159lbs. (Mr. Potts) 3.

Mr. J. H. Taggart's Demon Boy, 163lbs. (Mr. Pollock) 4.  
Also ran: King Ptolemy (Mr. Davies), Monitor (Lt. Cdr. Thompson).  
Won by a short head; 3 lengths.  
Time: 33.1-5; 1.07.3-5; 1.29.3-5; 2.12.1-5.

They were all bunched past the stands with Poppy Leaf on the rails in front. Demon Boy was last. There was little change until they went down the hill. Poppy Leaf and Demon Boy led into the straight. At the distance post A.B. came through level with Poppy Leaf. A great race ensued home, Poppy Leaf winning by a short head, while Two Pairs was third. Monitor was last.

Parimutuel:—Winner, \$19.60. Places: 1, \$10.20; 2, \$13.10; 3, \$17.20.  
Cash Sweep:—Nos. 458, \$2,334.70; 206, \$724.20; 1, \$562.10.  
Unplaced Ponies (\$50 each):—Nos. 818, 35, 008.

## 7.—KINGSWOOD HANDICAP.

For China ponies. Winners barred. 1st prize, \$400; 2nd, \$150; 3rd, \$100.—One Mile.

Mr. Dynasty's King Emperor, 160lbs. (Mr. Davies) 1.  
Mr. A. A. Alves' Aucheneuch, 157lbs. (Mr. Doyle) 2.  
Sir Paul Chater's Beauty Dahlia, 152lbs. (Mr. Sewell) 3.

Mr. Johnathan's Solly, 144lbs. (Mr. Pollock) 4.  
Also ran: Uncle Charlie (Mr. Buck), Strathallan (Lt. Cdr. Thompson).  
Won by 1 length; 1/2 length.  
Time: 32.4-5; 1.06.1-5; 1.37.3-5; 2.10.1-5.

The first time past the stands King Emperor and Beauty Dahlia were in front, with the rest well bunched behind. There was no change up to the four furlong post, when Solly went up. King Emperor led into the straight followed by Solly. A great race ensued down the straight between Aucheneuch and King Emperor, the latter just winning, with Beauty Dahlia third. Strathallan was last.

Parimutuel:—Winner, \$56.20. Places: 1, \$7.40; 2, \$5.80; 3, \$8.60.  
Cash Sweep:—Nos. 625, \$2,522.10; 637, \$730.00; 218, \$380.30.  
Unplaced Ponies (\$50 each):—Nos. 150, 356, 24.

## 8.—TADWORTH PLATE.

For all China ponies that have started at this meeting and not won. Weight for inches as per scale. Ponies unplaced at this meeting allowed 5 lbs. Jockey allowance. 1st prize, \$400; 2nd, \$150; 3rd, \$100.—Six Furlongs.

Mr. Bagram's Dictator Dahlia, 153lbs. (Mr. Harriman) 1.  
Mr. Dynasty's King Alfred, 147lbs. (Mr. Davies) 2.  
H.E. Sir Edward Stubbs' Gaudie, 154lbs. (Mr. Doyle) 3.

Messrs. Dyer and Beith's Loch Rannoch, 147lbs. (Lt. Cdr. Thompson) 4.  
Also ran: Rayfield (Mr. Gibson), Langsat (Mr. Pollock), Toomai (Capt. Hall), The Critic (Mr. Sewell), Gump (Capt. Oxburgh).

Won by 3 lengths; 2 lengths.  
Time: 30; 1.01; 1.32.3-5.  
King Alfred went off in the lead with Rayfield close up. Passing the four furlong post, Rayfield and King Alfred were level and Loch Rannoch moved into fourth place behind Dictator Dahlia. Going around the bend for home the field were well bunched. Dictator Dahlia and King Alfred led into the straight, followed by Loch Rannoch. At the distance post Dictator Dahlia came away from the field, he was pursued by King Alfred and Loch Rannoch. Gaudie came very fast at the finish to secure third place behind Dictator Dahlia and King Alfred.

Parimutuel:—Winner, \$12. Places: 1, \$6.50; 2, \$11; 3, \$13.  
Cash Sweep:—Nos. 383, \$2,776.20; 444, \$793.20; 784, \$396.50.  
Unplaced Ponies (\$50 each):—Nos. 811, 793, 536, 621, 381, 628.

## SHANGHAI'S FOREIGNERS.

The estimated foreign population on June 30th, 1924, compared with that of the last census was—

	Within Limits.	Without Limits.	Total.
Census, 1920	15,222	3,925	22,307
1924	21,857	5,700	27,557

The emigration and immigration of Russian refugees continued throughout the year. Those who have made Shanghai a permanent residence for the most part reside either in the French Concession or in Chinese territory on the borders of the Settlement. For political reasons a practical estimate of the number of Russian residents can neither be made nor obtained. The above figures, therefore, do not include this element.

## POPULATION—CHINESE.

	Within Limits.	Without Limits.
Census, 1920	759,839	
1924 (June 30th)	827,332	

The political unrest in China of recent years has added an impetus to the growth of the Chinese population in the Settlement, and the extent of this growth will not be definitely known until the next Census, which is due in 1925.

During the provincial warfare in September and October large numbers of refugees found asylum in the Settlement. Those of the poorer classes were temporarily accommodated by various Chinese philanthropic organizations while the better classes found homes. Most of the former were repatriated on the conclusion of hostilities but many of the latter remain, states the report of the Commissioner of Health.

# CANTON NEWS. [FROM OUR CHINESE CORRESPONDENT.]

## A GENERAL'S ESCAPE FROM DROWNING.

General Chang Man Tet, commanding the pro-Kuomintang Cantonese Army operating in the Eastern Kwangtung districts, who was reported to have been accidentally drowned on April 8th when his launch capsized in the Han-kang River, is now stated to have been saved by clinging to a piece of timber for several hours and was picked up about 10 miles away from the scene of the accident.

## MEMORIAL SERVICES.

For the fourth time in Canton, the public was called upon on April 12th to pay respect to the memory of the late Mr. Sun Yat Sen. A service was held at the East Parade ground under the auspices of the Kuomintang. According to Chinese custom, a service for the dead is held every seventh day following the death until seven times seven, or the 49th day. On the 9th, 10th, and 11th of April, the school children of Canton were asked to sell memorial buttons and cards in order to augment the memorial fund. The labour unions of the city participated in every service. The Canton newspapers did not appear yesterday, the 12th being the fourth holiday declared in connection with Dr. Sun's death.

## THE CANTON ATHLETIC MEETING.

At the distribution of prizes in the auditorium of Kwangtung University last week to winners of the 8th Athletic Meeting held recently, the champion team prize was awarded to the Canton Christian College, which received a total of 301 points; Pui-ching, second, 178 points; and Pui Ying, third, 101 points. The individual distinction went to Chang, of Pui Ying, got 25 points; Wong Pui-ching, 23 points; and Li, Canton Christian College, 21 points. In the girls' division both individually and as a team, the True Light School won the championships. All the winning teams and individuals have come from Christian schools.

## THE TAX ON OIL.

It is stated that the dealers have intimated to the Government of Canton that no more oil will be furnished to the civil and the military officials in Canton for their motor-cars and launches unless the Commissioner of Finance will abolish the stamp duty of 20-cents on each 5-gallon can of kerosene oil. As no high official civil or military now-a-days ventures to walk the streets of Canton, the threat is expected to have the desired effect. Public motor-cars and the city bus service have curtailed their operations. All the winning teams and individuals have come from Christian schools.

## PIRACY BY SUBMARINE MINE.

In connection with the piracy of a silk junk near Chan-chuen, West River, on April 2nd, it is stated that the launch towing the junk struck a submarine mine laid by the pirates, who subsequently captured the junk with more than \$100,000 worth of raw silk, and 60 passengers who are being held for ransom.

## FALL DOWN A RAVINE.

WOMAN KILLED AND CONSTABLE INJURED.

An exciting chase in the New Territories by an Indian constable after a Chinese woman, whom he was attempting to arrest, resulted on Sunday in the woman's death and the constable being injured.

The woman, apparently endeavoured to effect her escape by running down the hillside near 500 Moon village. She, however, must have missed her footing, for the constable fell into the ravine and was killed.

The constable who was not far behind, also came to grief, and falling a distance of 150 feet down the hillside, also finished up in the ravine. Fortunately, he did not share the same fate as the woman, but the injuries he received to his head and body necessitated his removal to the Government Civil Hospital.

The three Chinese editors charged with publishing matter likely to cause a breach of the peace and with failing to publish in their papers the names of editors and printers appeared for a final hearing at the Mixed Court, Shanghai, on April 4th, before Mr. Tajima (Japanese Assessor), and Magistrate Loh. In the case of Dr. Li Dr. editor of the *Mingpao*, judgment was reserved for two weeks, while the other two editors, representing the *Shanghai Journal of Commerce* and the *Chungshingpao*, were fined \$800 each. Examination of the books belonging to first defendant showed a sum of \$7,000 as having been received from Canton from the party generally known as "the Kuomintang" of this sum \$5,000 had been remitted to the Shanghai University and the remainder to the *Mingpao*.

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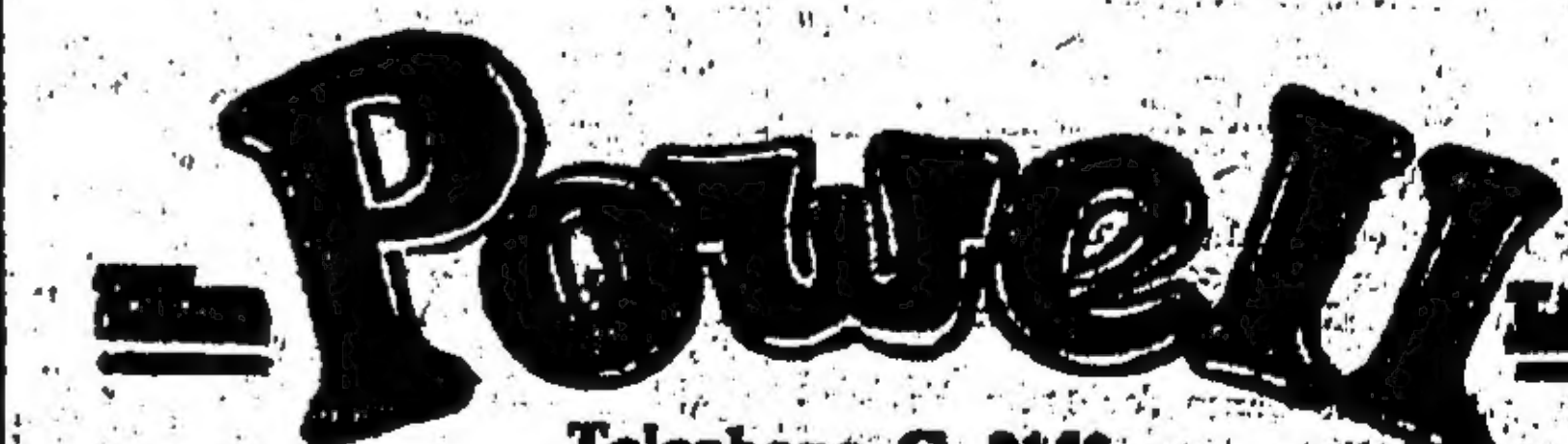
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# HUMOUROUS TALKING RECORDS.

- 3216 THE PARSON ADDRESSES HIS FLOCK 1 PARTS.
- 3257 THE PARSON AT THE SEWING PARTY 2 PARTS.
- 3322 THE MEANDERINGS OF MONTY
- 3323 GENERAL OUTLOOK—THE NEAR EAST.
- 3313 YOU KNOW WHAT I MEAN POLITICS.

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## CABLES.

LATEST CABLES.  
(THROUGH REUTER'S AGENCY.)FRENCH POLITICAL CRISIS.  
M. BRIAND IS STUDYING  
FINANCIAL SITUATION.

PARIS, April 13th.

M. Briand informed journalists, last evening, that he is studying the financial and economic situation very closely. This morning he hopes to be able to give President Doumergue a definite answer when they meet again at the Elysée at noon.

M. Briand considered it impossible to form a ministry without being assured of strong, durable collaboration. He added that if he came into power, he would insist on the urgent ratification of a convention with the Banque de France and on the necessity of clearing up the financial situation.

He would follow M. Herriot's foreign policy, based on arbitration, security and disarmament. He would maintain his attitude in favour of an Embassy at the Vatican, without making it a question of confidence.

## FRENCH PRESS COMMENT.

PARIS, April 13th.

While stressing the necessity of a prompt settlement, in view of the financial situation, the papers comment reservedly on the ministerial crisis, pending a meeting of the National Council of the Socialist Party, which will decide to-morrow whether the Socialist can enter or only support the Briand Government.—Havas.

## EARLIER CABLES.

## THE SOCIALIST GROUP.

PARIS, April 13th.

At a private meeting with M. Briand, the Socialist group decided to convene a national congress of the group on Tuesday to decide the question of collaboration in the Briand Cabinet.

M. Briand this morning had a confidential conversation with M. Herriot and after the interview he said he had told President Doumergue that he thought it preferable at present that the Government should be composed of members of all groups of the Left cartel. It is understood that M. Briand will offer the Socialists several portfolios. If they refuse, M. Briand will decline to form a Cabinet, but will be willing to accept the foreign portfolio under another Premier.

## LATEST CABLES.

THE DAMAGED "CANTON."  
REACHES PORT SAID WITHOUT  
ASSISTANCE.

PORT SAID, April 13th.

The motorship *Canton* arrived here unassisted with steam bent to port from fore-castle head to fore-foot. Temporary repairs will be effected by means of cement boxes.

Soya beans in bags in number one hold have begun being discharged in order to examine the forward bulkhead. No damage to cargo is anticipated. Detention will probably not be serious.

The s.s. *Rhesus* is ashore in 30 feet of water. She was holed on the portside, just above the bilge keels, horizontally about 12 x 1 feet.

The engine-room is full of water. It is feared she is also making a little water in number 3 hold. Temporary repairs will be effected in the hope of bringing the vessel to Port Said.

## EARLIER CABLES.

PRINCE'S STRENUOUS DAY.  
H.E.H. WILL TOUR IN NIGERIA  
AFTER ALL.

ACCRA, April 13th.

In view of the intense disappointment caused in Nigeria by the abandonment of the Prince of Wales's tour owing to plague in Lagos, it has been decided to carry out the full programme. The Prince will sail on Tuesday (to-day), and probably land at Port Harcourt instead of Lagos.

The Prince had a strenuous day in spite of the intense heat. He went to church, reviewed the ex-service men, and visited the hospital, also the college at Achimota.

U.S. DEMAND FOR TEA.  
INCREASES EFFICIENCY OF  
BANK STAFFS.

LONDON, April 13th.

Sir Charles Higham, who has returned to England from the United States, said that, among other things, he had been endeavouring to popularise the four o'clock tea habit in America. The sales of Indian tea had increased in the States by three million pounds in 1924, and afternoon tea had become part of the routine of many large business houses. The banks found that it increased the efficiency of their staffs. Early morning tea was also becoming popular. The press of America was advocating tea-drinking.

## I.L.P. CONFERENCE.

## TO PUT THE RICH TO SHAME.

LONDON, April 11th.

Presiding at the annual conference of the Independent Labour Party, which opened at Gloucester this morning and was attended by Mr. Ramsay MacDonald and practically all the prominent members of the party, Mr. Clifford Allen urged Labour to unite in demanding a national living wage dictated by the needs of civilised existence and not depending on the varying fortunes of each industry.

He declared that the amount of such wage should "either be so inhuman as to put the rich with their lives of luxury to shame for ever, or so correct as to ring the death knell of the wasteful, profit-making system." Industry and the banking system must be transferred to public ownership and the nation must then control the import of food and raw materials.

## DAMASCUS RIOTS.

SPAHIS' SWIFT ACT TO DEFEND A  
COMRADE.

The *Sphinx*, with Lord Balfour and party aboard, left for Alexandria this morning very quietly. There were no demonstrations. General Sarraill visited Lord Balfour on board yesterday evening. Lord Balfour had the closest police protection throughout.

People here state that serious trouble would have been inevitable had Lord Balfour visited Baalbek. He stayed at Beirut.

It is officially stated that twelve of the gendarmes were wounded at Damascus and sent to hospital. It is also stated that Spahis killed a rioter who brought down a Spahi, snatched his sword and tried to kill him. It is also reported that a carriage driver was killed by a stray bullet.

The French authorities apparently anticipated the possibility of individual attempts on Lord Balfour's life, and had numerous secret police in and around the hotel at Damascus, but they did not anticipate such serious riots.

## "PAN-PACIFIC."

AUSTRALIAN LABOUR MEN WANT  
A CONFERENCE.

MELBOURNE, April 12th.

A conference of the Labour Party of Victoria passed a resolution requesting the Executive Committee of the Federal Labour Party to initiate immediately a Pan-Pacific Congress attended by representatives of the workers and peace societies.

## MILAN EXHIBITION.

AUSTRALIAN LABOUR MEN WANT  
A CONFERENCE.

MILAN, April 13th.

The International Exhibition has been opened. Great Britain, Belgium, Holland, France, Germany, Czech-Slovakia and Russia contemplate building permanent official pavilions.

## EARLIER CABLES.

DAVIS CUP RULES.  
CHANGES BECOME EFFECTIVE.

NEW YORK, April 12th.

The United States Lawn Tennis Association announces that the changes in the rules of the Davis Cup competition recommended at the international conference held in London on July 22nd have been ratified by the necessary two-thirds majority of the competing nations and will thus be effective in the forthcoming matches.

FAR EASTERN CABLE  
NEWS.(THROUGH REUTER'S AGENCY.)  
A DRAWN GAME.PORTUGUESE COMBINED TEAMS  
IN SHANGHAI.

SHANGHAI, April 13th.

The Hongkong and Shanghai Portuguese football teams to-day put a combined eleven in the field against the Rest of Shanghai. The result was a draw of 2 goals each.

## GOLF AT SHANGHAI.

## BUDD BEATS FERRIER.

SHANGHAI, April 13th.

Mr. W. Budd beat Mr. J. R. Ferrier by 3 up and 1 to play in the Shanghai Golf Club Championship Semi-Final. Mr. Ferrier has been champion for four years running, and six times in all. Mr. Budd meets Mr. Pilcher in the Final.

FAR EASTERN OLYMPIAD.  
RESULTS TO BE BROADCAST  
FROM MANILA.

MANILA, April 13th.

The local Far Eastern Radio Company has arranged to broadcast the Olympiad results from May 16th to 23rd to Hongkong, Shanghai and possibly Japan. Microphones on the ground will give a running description of the games.

POLITICAL SITUATION  
IN CHINA.(THROUGH REUTER'S AGENCY.)  
LATE DR. SUN YAT SEN.BIG CROWD HEAR MEMORIAL  
SERVICE AT SHANGHAI.

SHANGHAI, April 13th.

A memorial service held yesterday in honour of the late Dr. Sun Yat Sen was attended by 5,000 Chinese.

## THE LOCKED ROOM.

LONDON, April 12th.

A hundred people attended a memorial service to the late Dr. Sun Yat Sen at the Chinese Legation. The Acting Chinese Minister, Sir Charles Addis, Sir James Cantlie and a representative of the Soviet Embassy delivered speeches paying tribute to the deceased. It was noteworthy that the room in the Legation where Dr. Sun was once imprisoned was permanently closed in memory of Dr. Sun's sacrifices on behalf of China.

SHANGHAI U.S. COURT.  
JUDGE DECIDES IMPORTANT  
INTERNATIONAL POINT.

A highly important point of jurisdiction was settled by Judge Purdy at the U.S. Court, Shanghai, on April 9th, when he delivered his decision in the motion to dismiss the case of the *Gromy* heirs v. the International Banking Corporation, involving the sum of \$380,450, on the ground that Russian plaintiffs could not be allowed to sue in an American Court established on the same basis as the U.S. Court for China.

Mr. C. S. Franklin, for the Bank, contended that when the U.S. Court of China was established it was expressly stipulated that Chinese could sue American citizens in that Court. Nothing was said about other foreigners, however, and he submitted that the Court could not take jurisdiction in a case where people of non-American nationality, other than Chinese and the people of such countries as had definite understanding with America on the subject, wished to sue American citizens. He pointed out that America had no political relationship with Russia whatsoever.

Mr. H. D. Rodger, for plaintiffs, argued that America had got certain treaties with the old Tsarist Government which Congress had never abrogated. That being the case, he submitted that those treaties still held good, even though the present Russian Government might have denied them, and therefore the Court should take jurisdiction in this case.

The Judge, while not necessarily agreeing with Mr. Rodger that the political treaties which held good with the Tsarist Government held good with the Soviet Government, decided that the United States Court for China could not possibly deprive any person at all of what is known as the right of access to the Court.

At Shanghai last week while a coal boat was being unloaded at the Riverside Power Station Wharf, a crane, apparently overloaded, fell into the boat. Mr. L. G. Cox, employed in the Municipal Electricity Department, was pinned against the side of the boat for almost two hours and a half before he was released. His right arm was seriously injured and he was taken to hospital. A Chinese was also badly injured and little hope of his recovery was entertained.

BOLSHEVIST PROPAGANDA.  
MR. HAROLD DOLLAR DWELLS ON  
CHINA'S DANGER.

Mr. J. Harold Dollar presided last week over the annual meeting of the American Chamber of Commerce in Shanghai, held at the American Club.

Following the presentation of the annual report of the Shanghai Chamber with that of the Associated American Chamber in China by the Chairman, the financial statement of the Chamber was read by Mr. A. E. Schumacker, showing a balance of \$14,413.57.

The passage by Congress of the China Trade Act and the appropriation of \$4,000,000 for the construction of a new patrol fleet for the Upper Yangtze was discussed by members.

## NEW BOARD OF DIRECTORS.

The following were elected members of the Board of Directors of the Shanghai Chamber: Messrs. C. S. Beatty, W. J. Eisler, F. F. Fairman, B. C. Haile, V. G. Lyman, F. J. Raven, A. E. Schumacker, C. V. Starr, and O. G. Steen.

Several especially interesting matters were dealt with by the Chairman in his speech. Referring to the political situation in China at present the speaker said:

## BOLSHEVIST PROPAGANDA.

Another political element which has entered the picture since our last annual meeting has been the resumption of relations between China and Russia. When China first decided to recognize the Soviet many persons felt that it might have the effect of stopping communistic propaganda in this country, but the result here has been pretty much the same as in Europe—recognition has simply opened the field for Bolshevist propaganda which has had the effect of turning the heads of younger radical elements against the West. We are now beginning to see the effect of this destructive propaganda. Where formerly it used to be American and other foreign propaganda which were being attacked on the grounds of "Capitalistic Imperialism," now all Western institutions are feeling the agitation in the anti-Christian movements, the anti-Mission school movements, the revision of the treaties movement, etc. We have always thought that China, being composed of a population of small property owners, was proof against the propaganda of Communism, but now we are beginning to see that Communistic propaganda has been responsible for a great deal of the labour unrest as well as the political unrest which has taken place in China in recent years. In Canton the "Red Kuomintang Army," financed according to reports largely from Moscow, has practically dominated the situation for many months and has had the effect of driving most of the wealthier residents in Canton out of the country.

However, it is always easier to destroy than to build up, and the fact that China there is a full in the wars fought with the Revolution has produced a fertile field for the propagandists of Moscow. They have taken advantage of the troubled waters and have sown their seed here as in other lands. Our hope is that the responsible Chinese—merchants and proprietors—interested, as well as the gentry classes generally, are beginning to see the dangers which are facing their country and soon will move to bring about improvement.

## MISSIONARIES AND COMMERCE.

There are two matters of more than usual interest to American merchants in Shanghai which should be specially mentioned. One is the creation of a joint committee, mentioned in our last report, of representatives of the Shanghai American Mission Organizations and of the business community. This joint committee has had several interesting meetings which have been very fruitful in bringing out an interchange of opinions on important subjects directly connected with American interests in China, both missionary, educational and business. As merchants absorbed in our own affairs are likely to overlook the fact that the American Missionary interests in China are far-reaching in their contacts both with the Chinese and with our own people at home, and it is only through close co-operation of the missionary and commercial interests that the best results may be obtained both in our endeavours in China and in the formation of Government policies at home affecting our interests out here. We have found at these meetings that there is no great divergence of views on the part of the commercial and missionary interests, and I am sure that both sides have gained greatly from the interchange of ideas which have been freely expressed at these meetings.

## FAR EASTERN CHAMBER.

Another matter of special interest to members of the American Chamber in Shanghai is that a definite move has now been made for the organization of an American Far Eastern Chamber of Commerce with headquarters in Manila. At the last annual meeting of the Associated American Chamber of Commerce a suggestion was made that such a body be formed, and a few months ago we received an invitation from Governor General Wood of the Philippine Islands to send a delegate to Manila to meet with the American Chamber of Commerce of the Philippine Islands for a consideration of this subject. Mr. H. B. Lane, a member of our Board of Directors, who recently departed for home, was appointed as the Chamber's delegate, and we have recently heard from him that action was taken at the Manila meeting to form an American Far Eastern Chamber of Commerce which will include the Associated American Chambers of Commerce of China, the American Chamber of Commerce of the Philippine Islands and the American Merchants' Association of Tokyo. This will enable American commercial interests in this part of the world to take up subjects of general concern, and present our united voice at Washington.

H.M.S. "BRITAIN."  
MR. KIPLING IN GOOD FORM.

At the annual banquet of the Chamber of Shipping, Mr. Rudyard Kipling, proposing the toast of the Shipping Industry, showed that the old imagination and fire have not died out.

"I believe it is not an offence, under the Use and Custom of the Sea, for shippers to offer a steamer more freight than the sea can carry, but, if the steamer accepts, and overloads accordingly, it is an offence for which the steamer is responsible. But I never realized that a responsibility was till I accepted your invitation to speak to the toast that stands in my name to-night. This may be a confession of weakness, but it is a lucky man, not to say ship, that has only one weakness; and among my many weaknesses has been an early, acute, and abiding interest in the mercantile marine. I have seen its work. I have watched some of its performances from various crafts, including gill-edged liners, where every effort is made to persuade passengers that they are not at sea, but in a much safer place. I am unworthy of these efforts. For when I embark on such a vessel I know I have only to leave the Tudor grill-room, take an electric lift upstairs and look out of the window of the more or less perpendicular library on the top floor, and I shall see that same old grey wall, the ocean that harried our forefathers, waiting outside. It is not for me to teach you your business, but I believe me, gentlemen, a ship is a ship, and you can't get away from it."

## H.M.S. "GREAT BRITAIN."

In the same way, this island of ours is a ship, as much as H.M.S. *Arcton*, with the additional disadvantage of being moored between two continents, so that we can enjoy the weather, political and otherwise from both. Furthermore, H.M.S. *Great Britain* carries a passenger list including steamships, and, owing to peculiarities of her construction, there are never more than six weeks' supplies of consumable stores aboard her at one time. The balance must come by ship, and if the shipping does not come a fortnight would deliver us to panic indescribable, and three months would see us embarking on the last adventure of cannibalism. These are the facts which underlie the camouflage of our existence on H.M.S. *Great Britain*. Naturally, they do not trouble the passengers aboard her, any more than the sight of the sea worries the passengers on your floating palace. But, once in a while, something happens at sea to remind us that a ship can be lost in a few hours. And, on land, we have seen all the Russian, one-sixth of the land area of the Globe, driven under in a few years. Now, ships are lost for all sorts of reasons, some of which may even appear in the Admiralty Court decisions, but when a nation is lost, the underlying cause of the collapse is always that she cannot handle her transport. Everything in life, from marriage to manslaughter, turns on the speed and cost at which men, things, and thoughts can be shifted from one place to another. If you can tie up a nation's transport, you can take her off your books.

## THE NEW WORLD WAR.

We have suffered from one scientific attempt to prove this, which very nearly succeeded. For the moment, however, there is a lull in the wars fought with visible weapons. We are deep now in the world-war that aims to destroy the spirit and will of man in his home, and at his work. A sound man whose moral can be gassed and gangrened in time of peace till he becomes a help to create every form of confusion that will ruin himself and his neighbour in doing his country in. Slightly more harm than a thousand casualties on the battlefield. It is cheaper to induce your enemy to cut his own throat for what you have persuaded him are lofty motives than to do it for him against his will. And this is the essence of the new model war—to create ill-will, which is the mother of despair, and though that ill-will will exploit the damnable streak in each of us which leads us to stop our own work and talk about the duties of others. The rest follows by itself.

The aftermath of the war, which still hangs round us like mustard gas, helps this attack. For if you have driven a densely-crowded, highly-civilized population through the whole cycle of emotions, they are bound to come out of it shaken to the core of their souls; and in that state they are as open to moral and mental infection as a tired man is to influenza. So we have, now, H.M.S. *Great Britain* crowded to the rails with passengers—some of them storm-tossed, many of them ship-steady—who gaze at each other's light at every turn, and spend their time telling each other how the ship ought to be run. To argue with them is useless. It only sends their temperatures up. Our sane attitude towards each other must be that of good will; a good will that is a little more persistent, just a little more indefatigable than the ill-will which is being fabricated elsewhere. For if good will can once be made normal, with it must return that will to work which is the trademark of established health in a people. If that will to work be too long delayed, then all that our race has left or stands for must pass into the hands of whatever nation first recovers that will.

## PROPAGANDA OF ILL-WILL.

Our recovery has been held back by the propaganda of ill-will and despair that is meant to wreck all effort at its source. But do you think the engines of H.M.S. *Great Britain* can be adapted to burn this kind of fuel? I don't. Our lives for the past few years may have done for some of us what Government destruction of trade in the war did for some big American cities off taking risks in the open market on small margins. There's no denying that a good many men have ceased to quote fine. But the old individual instincts in us are not smothered. At heart we're all gamblers born; and the odds in favour of self-chosen, decontrolled lives are more and more against us. For men have grown a little tired of being told off to hate their neighbours by numbers at the word of command. This reaction may or may not mark a turn of the tide, but at least it gives a time of slack water during which H.M.S. *Great Britain* begins to get under way again and works up to the highest pressure.

(Continued on next column).

YANGTZE SHIPPING.  
R. & S. ACQUIRE DOLLAR  
INTERESTS.

Official announcement has been made at Shanghai that all the Yangtze river interests of the Robert Dollar Company had been sold to Messrs. Butterfield and Swire, and as a direct result of the transaction the Dollar interests have withdrawn from trade on the Yangtze. The assets in the Yangtze river, including the steamer *Swire* and Swire of the steamer *Swire* together with other property including landing places and office property ashore at Ichang and Chungking. The Robert Dollar Co., which formerly was operated by the Dollar Company in the upper Yangtze, was wrecked and lost at Tientsin last summer.

Through the transfer the services of Butterfield and Swire up the Yangtze are enlarged by addition of the Dollar boat, which was specially constructed for service in the gorge. The acquired vessel will go into the same service as Chungking now being given by the R. & S. steamers *Wankin* and *Wankin*.

Messrs. Butterfield and Swire now operate six steamers up the lower river as far as Hankow. These are the steamers *Hankow*, *Luency*, *Whangpa*, *Tatung* and *Ngankin*.

## THE "HAWKINS" CLASS.

REASON FOR LEISURELINESS OF  
CONSTRUCTION.

Referring to the cruiser *Frobisher*, which recently left Plymouth for the Mediterranean, the *Naval and Military Record* states:

"The *Hawkins* class, to which the *Frobisher* belongs, originally consisted of five vessels, but the *Caledonia* was completed as an aircraft carrier and renamed *Vindictive*, and the *Railton* was lost off the Labrador coast in 1922, while the *Hawthorn*, which was commenced in April, 1917, is still in course of completion at Portsmouth. From the first the construction of these vessels has never been pressed. The slowness of building in the case of the Devonport and Portsmouth ships has been due to the smallness of the sums voted for the work upon them from year to year. What might have been done in normal circumstances is indicated by the fact that the *Hawkins* has been flagship on the China Station since July, 1923."

In this connection it is interesting to note that in a written Parliamentary answer to Mr. Boothby, Mr. J. C. O. Davidson, Parliamentary and Financial Secretary to the Admiralty, stated recently that the cost of construction of the cruisers *Hawkins* and *Frobisher* was £1,600,745 and £2,035,915 respectively.

## SLAUGHTER BY WIRELESS.

Experiments with aeroplanes sent up without a pilot and controlled by wireless from the ground have just been concluded successfully by the French Air Department. The system employed is the invention of a French engineer, M. Guy du Bourg, who believes that the problem of wireless control of aircraft in flight at long distances has been solved. "It will now be possible," he said, "for a giant bombing aeroplane without a pilot to be sent to drop bombs on distant enemy towns."

## NEW TRANSPORT OF MIND.

And think of the stakes! Think, too, with what an astounding equipment we are now able to play for them. By comparison it was only yesterday that when a ship was once under the horizon she passed beyond help or call for perhaps half a year. To-day, a tramp cannot report a cockroach-leg in a slide-valve without half the North Atlantic coming to her help. Months have been cut down to weeks and weeks to days in the transport of men and things, and, unless all signs fail, we are on the edge of further unbelievable cuts in time. The transport of thought, which carries with it man's most intimate associations, has outstripped not only belief but the speed of thought itself. Even now it is an accepted diversion for men and women half across the world to listen to Big Ben strike in London. Before long any man in any quarter of the Empire will be able to call for and be answered by the voice of his own birthplace at its work-a-day. Everywhere time and space are coming to heel round us to fetch and carry for our behoof, in the wilderness of the market. And that means that it will be possible for us now, as never before, to fuse our Empire together in thought and understanding as closely as in the interchange of men and things.

And it was the shipping industry which, from the first, sought out, found, built up, and bound together the entire fabric of what is now our Empire. That it did at hazard, unsupported, in hope of trace, or led by some dream of new roads across new seas. The shipping industry is the mother of the new, in sober, daily fact the mastery of our prosperity, and our very lives, and, I believe, a common carrier. What don't we owe, then, what heavier burden the future may lay upon it, you who inherit its present direction know better than the careless world you serve. We see only that there have never been any malice of wind or wave across the King's many enemies, or of the turn of the shipping industry has not met and ridden out. And now H.M.S. *Great Britain* rides to cross seas. Is it any wonder that we look to you once more to help us build up and bind together against the new day those old individual qualities which gave our race its ability to see far and its audacity to quote fine.







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REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMSHIP	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
THALAK	DALNY	14th Apr.	18th Apr.	BATAVIA
THALAK	JAVA via MANAR	16th "	18th "	JAPAN
THALAK	JAVA via MANAR	22nd "	24th "	AMOI & SHANGHAI
THALAK	JAVA via MANAR	24th "	26th "	BATAVIA
THALAK	BATAVIA	26th "	28th "	SHANGHAI
THALAK	AMOI	28th "	30th "	JAPAN via MAKASSAR
THALAK	JAVA via MANAR & MANILA	30th "	1st May	JAPAN via YOKOHAMA

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About 29th April, 1925

Further Sailings	Expected on or about	Will leave home-ward-bound on or about
M/S. "Java"	15th May	25th May
M/S. "Africa"	15th May	15th June
M/S. "Malaya"	16th June	20th July

Subject to change without notice.

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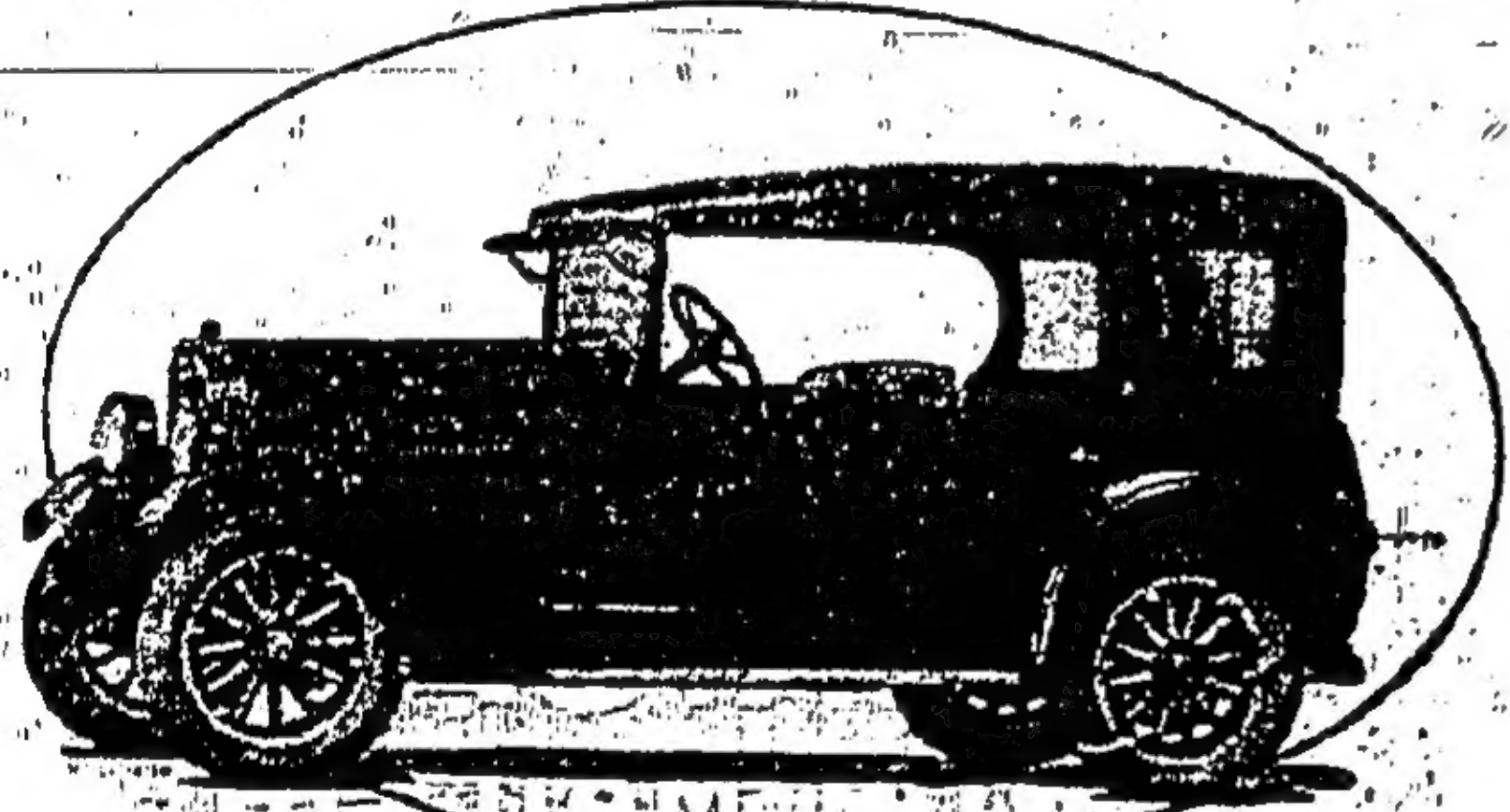
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## **STUDEBAKER**

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CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to read Home.

**THERAPION No. 1  
THERAPION No. 2**

## **SHIPPING CONTRACT LOST.**

### **A BOARD OF TRADE DILEMMA.**

#### **QUESTION OF SURVEY.**

The Times Shipping correspondent on March 10th wrote:-

A somewhat peculiar situation has arisen in connection with one of the shipbuilding contracts which have recently been placed on the Continent by British owners.

This is the case of a passenger steamer of about 2,500 tons deadweight, for which a contract has been placed by the Newfoundland Government with the Scheepswaatschappij Nieuwe Waterweg, of Schiedam, Holland. It appears that this important Dutch shipbuilding company, on the ground, presumably, of ensuring the maximum of economy, placed, in turn, an order for the castings with the Skoda Works, of Czechoslovakia, so that this passenger ship for the Government of a British Colony will be a thoroughly Continental production.

While the Newfoundland Government is prepared, apparently, for the labour and material employed in the ship to be foreign, it desires that the vessel shall be built under the survey of the British Board of Trade. Not unreasonably, it would seem, the Board has not seen its way to undertake to send a surveyor to Czechoslovakia to test the castings, and the precise course which will be followed in the case of these is not yet clear. Possibly the light castings might be sent to this country for testing, while the heavier castings, as any rate, would be examined in Holland.

The British Board of Trade, while, no doubt, appreciating the compliment implied in the desire for its survey, can hardly fail to regret that all the work of building the ship and engines should have been lost to this country. The British Board would naturally be desirous of meeting the wishes of the Newfoundland Government, if it could possibly do so. It is difficult to indicate, though, what course would be followed were a similar proposal to be made by private owners, but it is hardly to be imagined that the Board would accede to a similar request, however complimentary from foreign owners. In any case, hope may be expressed that it will not become fashionable for British owners to place orders for passenger ships on the Continent and to rely on the survey by the British Board of Trade for ensuring that the construction is of a sufficiently high standard.

Presumably the Newfoundland Government will pay for the travelling expenses of the Board of Trade surveyors to and from the Continent and other direct expenses incidental to their work on the present contract. The cost of maintaining the efficient Board of Trade organization in existence is, however, borne by shipowners and shipbuilders in this country, as well as the taxpayers. The incident raises, therefore, a nice question as to whether an organization maintained at a substantial cost by the people in this country is most suitably employed when Continental firms are thereby enabled to do work for owners abroad, even though the owners are the Government of a British Colony.

## **CHAMBER OF SHIPPING.**

### **"LITTLE PROFIT" FOR CARGO VESSELS.**

The annual report of the Chamber of Shipping, of the United Kingdom states that the depression in the shipping industry continues, and that, although open market freight rates were through the greater part of last year slightly higher than those of the corresponding months of 1923, there was a set-back at the end of the year.

Working expenses of ships were, the Chamber writes, perhaps a little less, largely owing to the decreased cost of coal and insurance, while wages and the cost of oil and stores increased. The cost of handling goods at the docks was higher owing to the advance in dockers' wages.

The report proceeds:-  
"A survey of the whole industry reveals the fact that, on the balance, British cargo ships have made little or no profit during the year. The industry would be in a grave condition to-day had not shipowners conserved their resources in the past, which has enabled the industry as a whole to face the continued depression."

## **ADMIRAL-ORIENTAL RECORD.**

Travelling a total of 1,340,000 miles since the establishment of the service, without a single overhauling of its vessel, the Admiral Oriental Mail Line, operated by the Admiral Oriental Line, for the United States Shipping Board from Seattle, has created an interesting record in trans-Pacific trade, according to Mr. T. J. Kehoe, general Eastern agent for the company in New York. The mileage of the line's ships is equal to 33 times around the earth.

"During this period," said Mr. Kehoe, "the company has linked Seattle with the Orient on the fastest schedule ever established from that port. The total steaming distance of our vessels since the service was started on April 9th, 1921, is as follows: President Jefferson, 279,500 miles; President McKinley, 275,004 miles; President Grant, 264,100 miles; President Jackson, 261,400 miles; President Jackson, 261,400 miles; President Madison, 257,210 miles.

"With the exception of minor repairs the five liners have gone this distance without a complete general overhaul and are now receiving their first extensive reconditioning of machinery. This work is already under way and will probably cost \$1,000,000 by the time it is finished. Our vessels will then be all ready for an indefinite period of high class service as the finest line operated on that route. The record of the last four years is one of which we feel we can justly be proud."

## **WEATHER REPORT.**

April 13th at 12.30.—Pressure has decreased slightly to moderately over Japan, and slightly at Hongkong; it has increased slightly to moderately elsewhere.

The anticyclone has increased in intensity, and moderate to fresh breeze will prevail along the coast and over the northern China Sea. Hongkong rainfall for the 24 hours ending at 18 hours, April 13th 0.00 inch. Total since January 1st, 1915 inches, against an average of 3.15 inches.

The forecast for the 24 hours ending at 18 hours, April 14th is as follows:

Force of Wind: E. winds, fresh. Force of Sea: N.E. winds, moderate; fine generally.

Hongkong to Gap Rock: do. South coast of China between Hongkong and Lamoo: do. South coast of China between Hongkong and Hainan: do.

## **HONGKONG METEOROLOGICAL REGISTER.**

Hongkong Observatory, April 13th.

Previous On Date On Date at 2 p.m. 6 a.m. 9 p.m.

Barometer ... 30.02 30.03 30.02

Temperature ... 65 61 71

Humidity ... 72 67 48

Wind Direction ... E E E

Force ... 4 4 0

Rain ... 0.00 0.00 0.00

Highest open-air Temperature on 12th ... 69

Lowest open-air Temperature on 13th ... 62

## **HONGKONG TIDE TABLE.**

From April 14th to 20th, 1925.

High Water. Low Water.

Days of Week. Days of Month. H'kong Standard Time. Height. H'kong Standard Time. Height.

Tues. 14 m 1 27 4 m 6 3 3 4

Wed. 15 m 3 34 5 m 8 50 1 4

Thurs. 16 m 5 26 6 m 9 31 1 5

Fri. 17 m 7 37 7 m 10 32 1 5

Satur. 18 m 9 37 8 m 12 24 1 4

Sun. 19 m 11 37 9 m 1 24 1 3

Mon. 20 m 1 37 10 m 3 18 1 2

7 m 8 4 5 m 1 38 1 2

7 m 8 4 5 m 1 38 1 2

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7 m 8 4 5 m 1 38 1 2

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## **INDO-CHINA**

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.		
BANGKOK via SWATOW	"KWAISANG"	Tuesday, 14th Apr., 10 a.m.
KOBE via AMOI & MOI	"FOOKSANG"	Wednesday, 15th Apr., 7 a.m.
SHANGHAI via SWATOW	"TAKSANG"	Wednesday, 15th Apr., 7 a.m.
SHANGHAI via SWATOW	"KWONGSANG"	Friday, 17th Apr., 7 a.m.
SANDAKAN	"HINSANG"	Friday, 17th Apr., Noon
STRAITS & CALCUTTA	"KUTSANG"	Saturday, 18th Apr., 2 p.m.
SHANGHAI via SWATOW	"LOKSANG"	Sunday, 19th Apr., 7 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	Sunday, 19th Apr., 10 a.m.
BANGKOK via SWATOW	"YATSANG"	Tuesday, 21st Apr., 3 p.m.
MANILA	"YUENSANG"	Tuesday, 21st Apr., 10 a.m.
HAIPHONG via HOIHOW	"LEESANG"	Sunday, 26th Apr., 10 a.m.
TIENSIN	"CHIESANG"	Sunday, 26th Apr., Noon

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SHANGHAI-HONGKONG-JAPAN LINE	EVERY THREE DAYS
HONGKONG-MANILA LINE	EVERY SATURDAY From Bora Bora
HONGKONG-HAIPHONG LINE	EVERY SUNDAY From Bora Bora
HONGKONG-BORNEO LINE	EVERY SUNDAY
HONGKONG-TIENTSIN LINE	EVERY FORTNIGHT
HONGKONG-BANGKOK LINE	EVERY WEEK

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"GLENAPP"	In Port.	"GLENOGLE"	8 p.m., 15th Apr.	
"CARMARTHENSHIRE"	14th May	"GLENHARRY"	London, Rotterdam & Hamburg.	
"CAERNARVONSHIRE"	14th May	"GLENHARRY"	London, Rotterdam & Hamburg.	
"GLENTARA"	3rd June			

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## **DAI NIPPON BREWERY CO.**

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TOKYO JAPAN.

SOLE AGENTS

**MITSUI BUSSAN KAISHA, LTD.**

HONGKONG

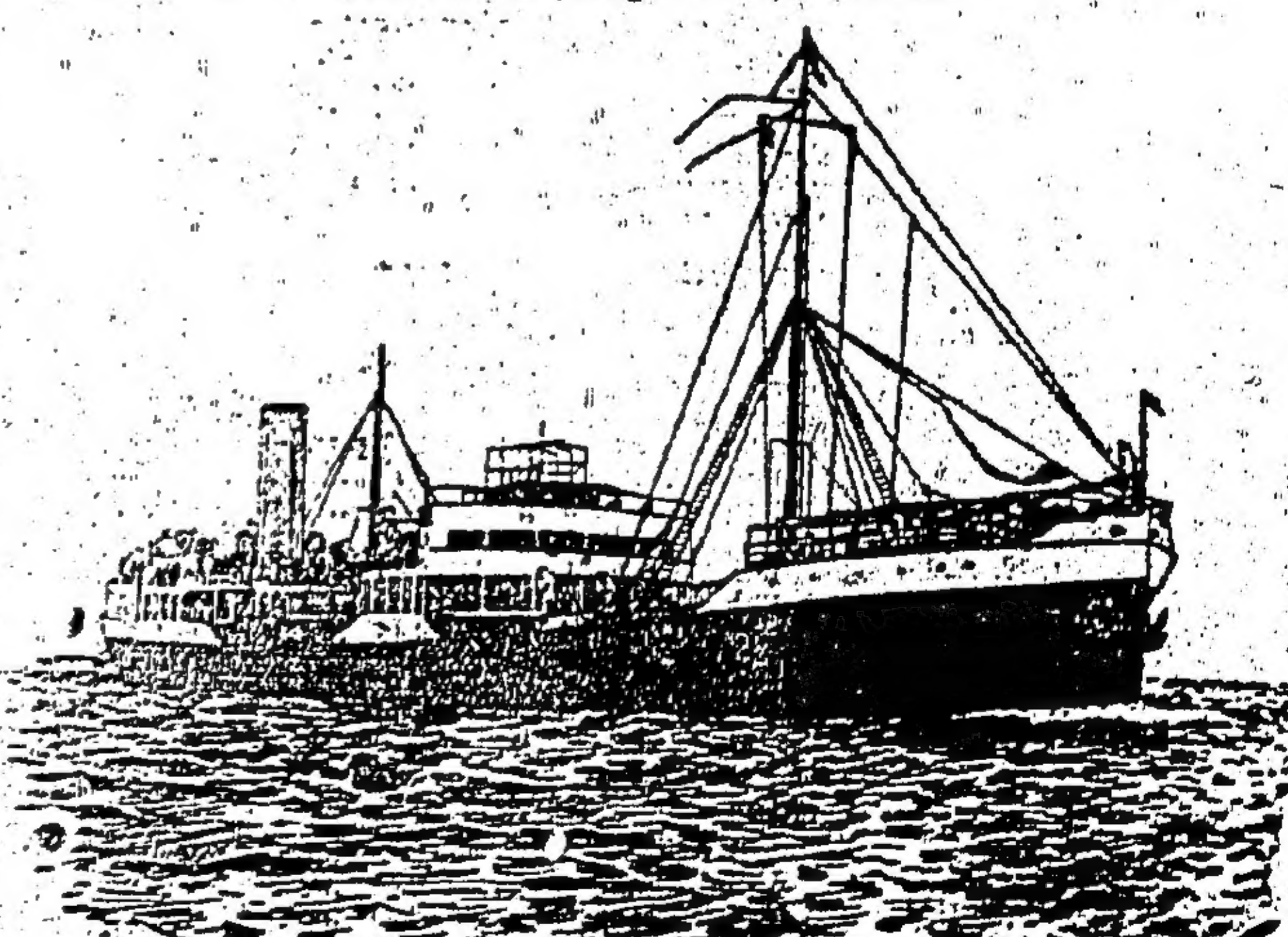
## **THE HONGKONG & WHAMPOA DOCK Co., LTD.**

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition.

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Dock: Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



## **OIL TANK STEAMER "PALUDINA"**

427' 0" x 53' 1" x 31' 0" 8,400 tons d.w. x 3,100 G.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK to the order of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these works to the same order.

Please address enquiries to the Chief Manager,

**R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.**



## SHIPPING NEWS

## ARRIVALS.

April 12th.  
**For Sam.** British str., 1987 tons, Capt. M. Costello, from Singapore with a general cargo, lying at Kowloon wharf—Jardine, Matheson & Co.  
**Tai Sze Ma.** Chinese str., 402 tons, Capt. R. J. Nogueira, from Kwang Chow Wan, with a general cargo, lying at buoy No. C45—Yan Fat S.S. Co.  
**Yue Tung Ma.** British str., 801 tons, Capt. R. J. Gillespie, from Hoiboh, with a general cargo, lying at buoy No. C45—Cheong Yee S.S. Co.  
 April 13th.  
**André Lebon.** French str., 7375 tons, Capt. Gregory, from Marseilles and Saigon. The former port she left on March 12th and the latter on April 10th, with a general cargo, lying at buoy No. A3—M.M.  
**Reidell.** British str., 2500 tons, Capt. E. Watters, from London, which port she left on March 26th, with a general cargo, lying at buoy No. A25—(Gibb, Livingston & Co.)  
**Hai Ning.** British str., 892 tons, Capt. A. H. Stewart, from Swatow, with a general cargo, lying at Douglas wharf—Douglas, Lapraik & Co.  
**Kwongshing.** British str., 1572 tons, Capt. C. Plunkett, from Hong Kong and Swatow, with a general cargo and rice, lying at buoy No. B1—B. & S.  
**Kwongshing.** Chinese str., 653 tons, Capt. R. Christensen, from Hong Kong, with a general cargo, lying at buoy No. C44—Khoo Seng.  
**Kwongshing.** Chinese str., from Canton, lying at C.M.S.N. wharf.  
**Yoshioka Maru.** Japanese str., 1000 tons, Capt. S. Kimura, from Hoiboh, with a general cargo, lying at buoy No. A25—N.Y.K.  
**President Monroe.** American str., 10,533 tons, Capt. A. Almar, from New York via San Francisco, with 500 tons of general cargo for Hongkong, lying at Kowloon wharf—Dollar S.S. Line.  
**Taitai.** Chinese str., 1044 tons, Capt. Z. Maack, from Chefoo, with a general cargo, lying at buoy No. C45—Yue Tai Hong.  
**Taiwan.** Chinese str., 1216 tons, Capt. A. T. Tallefson, from Shanghai, with a general cargo, lying at C.M.S.N. wharf—C.M.S.N. Co.  
**Turnip.** British str., 1350 tons, Capt. U. S. Lister, from Hong Kong and Hoiboh, with a general cargo, lying at buoy No. C17—B. & S.  
**Yuda.** British str., 875 tons, Capt. M. E. Rattig, from Shanghai, with a general cargo, lying at Taikoktui—Asiatic Petroleum Co.

## CLEARANCES.

April 12th.  
**André Lebon.** for Shanghai.  
**Hydron.** for Swatow.  
**Kwai Sang.** for Swatow.  
**Kwongshing.** for Canton.  
**Lishan Maru.** for Shanghai.  
**Lak Sang.** for Canton.  
**Rani Sang.** for Singapore.  
**President Monroe.** for Manila.  
**Shimo Maru.** for Tsingtau.  
**Sinhai Maru.** for Shanghai.  
**Taiwan Maru.** for Canton.  
**Yuda Maru.** for Singapore.

## PASSENGERS.

Per s.s. **For Sam.** on April 12th: Capt. Rosling and Mr. and Mrs. McGreen.  
 Per s.s. **Hua Ning.** on April 13th: Mr. C. H. Souers, Mr. N. Evans, Mrs. P. Scherer, Mr. N. S. Kain, Mr. E. S. Leann, Mr. H. W. Davies, Mr. A. T. Hamilton, Mr. A. C. Franklin, Mr. W. Logan, Hon. Mr. P. H. Holyoak, Mr. O. A. Smith, Mr. J. C. Kwo, Mr. E. V. Lin, Mr. T. W. B. Sallam, Mr. Lam, Mr. W. S. Fu, Mr. T. S. Yue, Mr. H. H. Yuen, Mr. G. E. Weston.  
 Per s.s. **André Lebon.** on April 13th: Mr. and Mrs. Domand, Mrs. Signe, Mr. A. do Silva and three children, Mr. C. de Z. C. Bruno, Mr. and Mrs. Chen Kung Chi, Mr. Lau, Mr. Sun, Mr. Thomas A. See, Mr. Sin Shui Thang, Mr. Sin Leung Ting, H.E. Sir Edward Skelton, Capt. Neville, Mr. and Mrs. Coffin, Mr. B. C. Cornish, Mr. and Mrs. Forsyth, Mr. W. Forsyth, Mr. Duncan.  
 Per s.s. **President Monroe.** on April 13th: Mr. H. F. Gray, Mr. R. Miehler, Mr. G. Maximo, Mr. I. Beck, Mr. T. A. Cooper, Miss W. E. Hest, Mr. H. H. Keys, Mr. and Mrs. W. H. McCauley, Mr. E. P. O'Brien, Mr. and Mrs. W. J. Wilson, Mr. P. R. Danner, Mr. E. J. Watson, Dr. E. Carman, Mrs. M. J. Moore, Mr. H. Charles, Mr. and Mrs. E. F. Gorton, Mr. W. C. Mikulich, Mr. G. D. Ritchie, Mr. and Mrs. Wm. F. Stevenson, Mr. and Mrs. J. F. Skorpik, Dr. and Mrs. E. P. Watson, Mr. E. Lutz, Mr. H. A. Wetzel, Mr. F. Davidson and daughter, Mr. N. A. Mitchell, Miss I. Banner, Mr. A. L. Black, Dr. and Mrs. H. P. Boardman, Mr. and Mrs. J. C. Chambers, Mr. and Mrs. J. C. Claes, Mr. R. J. Doonan, Mr. and Mrs. R. Gray and two daughters, Mr. and Mrs. L. J. Haddock, Mr. and Mrs. A. Lewis, Mrs. V. Powers, Mrs. A. Rinaldo, Miss E. A. Schurman, Miss B. M. Schurman, Mr. D. Sullivan, Miss O. Tchernova, Mrs. M. Wilcox, Mr. and Mrs. G. H. Wheeler, Mrs. M. R. Chatfield, Mr. A. P. Brown, Mr. N. J. Fallo, Mr. Chas. J. Hughes.

## VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK & BOSTON via PANAMA	Lishan Maru	Jap.	Nippon Yusen Kaisha	On 15th inst.
NEW YORK & BOSTON	Siberian Prince	Brit.	Princo Line	On 1st May
HONGKONG, VALENCIA, ANTWERP, ROTTERDAM, &c.	Sumatra	Swed.	Gilman & Co.	About 25th May
BOSTON, NEW YORK & BALTIMORE via SUEZ	Helena	Brit.	Butterfield & Swire	On 19th inst.
BOSTON, NEW YORK & BALTIMORE via SUEZ	City of Bombay	Brit.	The Bank Line, Limited	On 25th inst., 10 a.m.
SAN FRANCISCO via SHANGHAI & JAP. PORTS & ETC.	President Cleveland	Am.	Pacific Mail S.S. Co.	On 1st inst.
SAN FRANCISCO via SHANGHAI & JAP. PORTS & ETC.	West Farallone	Am.	Strath & Barry	On 17th inst.
VICTORIA & VANCOUVER, B.O. via SHANGHAI &c.	Empress Australia	Brit.	Canadian Pacific O.S. Ltd.	On 23rd inst.
VICTORIA, SEATTLE & VANCOUVER via J. FORER	Shikoku Maru	Jap.	Nippon Yusen Kaisha	On 23rd inst.
SEATTLE & VICTORIA, via SHANGHAI, KOBE & YOKOHAMA	Philoctetes	Brit.	Butterfield & Swire	On 23rd inst.
MARSEILLES & LONDON	Prospect Jackson	Am.	Admiral Oriental Line	On 15th inst.
MARSEILLES &c.	Macedonia	Brit.	P. & O. B. I. & A. L.	On 2nd May
MARSEILLES &c.	André Lebon	Frenc.	Mostanier Maritimes	On 10th May
MARSEILLES &c.	Paul Loeat	Frenc.	Mostanier Maritimes	On 10th May
MARSEILLES, LONDON, ANTWERP, via SINGAPORE &c.	Hakous Maru	Jap.	Nippon Yusen Kaisha	On 17th inst.
MARSEILLES, LONDON, ANTWERP, via SINGAPORE &c.	Trifford Hall	Brit.	The Bank Line, Ltd.	On 17th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Kuesang	Brit.	Butterfield & Swire	On 20th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Lycan	Brit.	Butterfield & Swire	On 20th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Glasgow	Brit.	Jardine, Matheson & Co., Ltd.	On 20th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Zeeva	Jap.	Nippon Yusen Kaisha	On 20th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Tamara Maru	Brit.	Jardine, Matheson & Co., Ltd.	On 20th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Kuesang	Brit.	P. & O. B. I. & A. L.	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Libore	Brit.	P. & O. B. I. & A. L.	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Nagasaki	Brit.	P. & O. B. I. & A. L.	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Van Overstraten	Det.	Java-China-Japan Lija	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Duchess D'Acosta	Brit.	Butterfield & Swire	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Richmond	Brit.	Jardine, Matheson & Co., Ltd.	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Kuesang	Jap.	Nippon Yusen Kaisha	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	St. Albans	Brit.	Butterfield & Swire	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Taiyuan	Brit.	Butterfield & Swire	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Tomimaru Maru	Jap.	Nippon Yusen Kaisha	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Kwai Sang	Brit.	Jardine, Matheson & Co., Ltd.	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Talamba	Brit.	P. & O. B. I. & A. L.	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Kaiyuan	Brit.	P. & O. B. I. & A. L.	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Sardinia	Brit.	P. & O. B. I. & A. L.	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Silvio Pellico	Ital.	Dodwell & Co., Ltd.	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Tisoudari	Dut.	Java-China-Japan Lija	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Takliwa	Brit.	P. & O. B. I. & A. L.	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Mores	Brit.	P. & O. B. I. & A. L.	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Chippings	Brit.	Jardine, Matheson & Co., Ltd.	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Tissalat	Brit.	Jardine, Matheson & Co., Ltd.	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Seasong	Brit.	Butterfield & Swire	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Chincha	Brit.	Butterfield & Swire	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Kiangchow	Brit.	Butterfield & Swire	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Haihoar	Brit.	Douglas, Lapraik & Co.	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Haihoar	Brit.	Douglas, Lapraik & Co.	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	President Cleveland	Am.	Pacific Mail S.S. Co.	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Empress Asia	Am.	Canadian Pacific O.S. Ltd.	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Yuenyang	Am.	Jardine, Matheson & Co., Ltd.	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	President McKinley	Am.	Admiral Oriental Line	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	West Javel	Brit.	Strath & Barry	On 24th inst.

## SHIPPING MOVEMENTS.

The R.M.S. **Empress of Australia** will leave here for Victoria and Vancouver, B.C., via Shanghai, Kobe, and Yokohama, at noon on April 17th.  
 The P. & O. s.s. **Sardinia** left Singapore for this port on the 11th inst. at 5 p.m., with the outward English mails and passengers on s.s. **Malabar**, and is due to arrive here on the 16th inst. at 5 p.m.  
 The s.s. **Montor** (Blue Funnel Line), from Liverpool, left Singapore on April 11th for this port, and is due to arrive here on April 16th.  
 The s.s. **Merano** (Blue Funnel Line), arrived at London on April 10th.

## VESSELS EXPECTED.

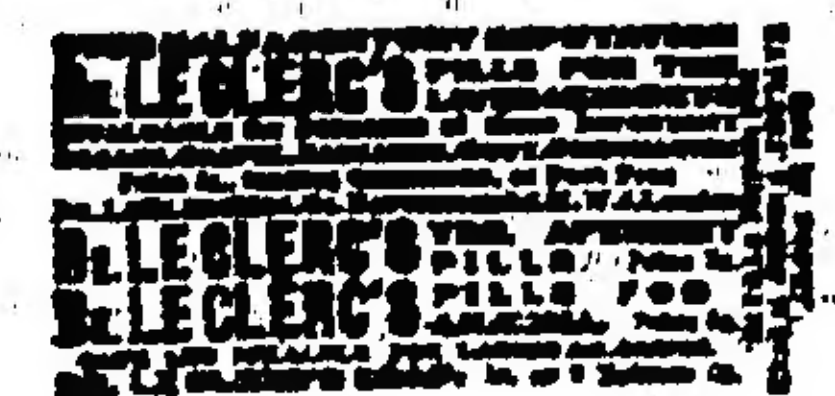
**André Lebon** (M.M.), due to-day.  
**Automedon** (Blue Funnel), due on or about April 30th.  
**Caledon** (Blue Funnel), due on or about April 15th.  
**Cyclone** (Blue Funnel), due on or about May 12th.  
**Diamond** (Blue Funnel), due on or about April 27th.  
**Empress of Asia** (C.P.R.), due April 21st.  
**Hakozaki Maru** (N.Y.K.), due April 20th.  
**Hakusan Maru** (N.Y.K.), due May 4th.  
**Mentor** (Blue Funnel), due on or about April 16th.  
**Mishima Maru** (N.Y.K.), due tomorrow.  
**President Harrison** (Dollar), due April 27th.  
**President Jackson** (Admiral Oriental), due to-day.  
**President McKinley** (Admiral Oriental), due April 17th.  
**Yelut** (Blue Funnel), due on or about May 3rd.  
**Sumatra** (Swedish East Asiatic), due on or about May 4th.

## SHIPPING NOTES.

The principals among the Hongkong cargo on the s.s. **President Monroe** of the Dollar Steamship Line's round the world service which arrived yesterday were: 2,705 bbls. old newspaper, 1,145 bbls. wire shorts, 125 rolls leather, 2,000 cases sardines, 667 bbls. galvanized wire, 95 cases electrical machinery, 2,000 packets of groceries and general merchandise, and 7 cases gold coin.

## SUNRISE AND SUNSET IN HONGKONG.

Standard time of the 120th Meridian.	East of Greenwich.	6.04 a.m.	6.42 p.m.
April 14th	6.04	6.42	
" 15th	6.03	6.42	
" 16th	6.02	6.42	
" 17th	6.01	6.42	
" 18th	6.00	6.42	
" 19th	6.00	6.42	
" 20th	6.00	6.42	
" 21st	5.59	6.42	
" 22nd	5.58	6.42	
" 23rd	5.57	6.42	
" 24th	5.56	6.42	
" 25th	5.55	6.42	
" 26th	5.55	6.42	
" 27th	5.55	6.42	
" 28th	5.53	6.42	
" 29th	5.53	6.42	
" 30th	5.52	6.42	



## HOME VIA CANADA

Hongkong to England  
 via Shanghai, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From Hongkong	Via	Arrive	Depart
Empress Australia	Apr. 17	May 18	May 19
Empress Asia	May 1	May 18	May 19
Empress Canada	May 15	June 7	June 10

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Belfast, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets sold. Early reservation necessary.

Two Trans-continental Trains Daily.  
 Standard Sleeping Cars, Compartments and Drawing Rooms.  
 Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

Use Dominion Express Travellers' Cheques—Payable Anywhere.

## HONGKONG-MANILA SERVICE.

From Hongkong	Via Manila	Arrive Manila	Depart Manila	From Manila	Arrive Hongkong
Apr. 23	Apr. 25	Empress Asia	Apr. 26	Apr. 26	Apr. 24
May 7	May 9	Empress Canada	May 10	May 10	May 12

Passenger Department: Tel. 752. Freight and Express: Tel. 42. Cables: GACANPAC. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports	Through Bills of Lading issued to all Overland common points in U.S.A. and Canada.	Through passage rates to Europe via America	6.2405, 6.3450, 6.3440
SHIKOKU MARU	Thursday, 23rd Apr., at 11 a.m.		
YOKOHAMA MARU	Friday, 16th May		
MARSEILLES, LONDON & ANTWERP via Singapore Ports.			
HAKON MARU	Saturday, 25th Apr., at 11 a.m.		
SUWA MARU	Saturday, 9th May		
HAMBURG via LONDON & ROTTERDAM.			
MITO MARU	Friday, 17th Apr.		
TSUBASHI MARU	Saturday, 9th May		
LIVERPOOL via ADEN & MARSEILLES.			
TSURUGA MARU	Tuesday, 14th Apr.		
DELAGO MARU	Wednesday, 13th May		
SYDNEY & MELBOURNE via Manila Ports.			
AKI MARU	Wednesday, 22nd Apr., at 11 a.m.		
MISHIMA MARU	Wednesday, 20th May		
NEW YORK & BOSTON via PANAMA.			
LISBON MARU	Wednesday, 16th Apr.		
BUENOS AIRES via Singapore, Durban & Cape Town.			
AWA MARU (calls Delagoa Bay & Port Elizabeth)	Friday, 8th May		
BOMBAY via Singapore, Penang & Colombo.			
TAMBA MARU	Tuesday, 28th Apr.		
CALCUTTA via Singapore, Penang & Rangoon.			
OSAKA MARU	Saturday, 18th Apr.		
NAGASAKI, KOBE & YOKOHAMA.			
MISHIMA MARU	Thursday, 16th Apr.		
SHANGHAI, KOBE & YOKOHAMA.			
TOMIWA MARU (Moj Direct)	Tuesday, 14th Apr.		
HAKUSAKI MARU	Tuesday, 21st Apr.		
HAKUSAN MARU	Tuesday, 20th May		
KITANO MARU	Tuesday, 20th May		
NIPPON YUSEN KAISHA.			

For further information, apply to—  
 Telephone: Central Nos. 292, 293 & 222. S. KINOSHITA, Manager

## CALIFORNIA ORIENT LINE

Operated for

## UNITED STATES SHIPPING BOARD

By Pacific Mail Steamship Co., Managing Operators.

## HONGKONG TO SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU  
 S.S. "PRESIDENT CLEVELAND" Sailing Saturday April 25th, at 10 a.m.  
 S.S. "PRESIDENT PIERCE" Sailing May 9th, at 10 a.m.

Sailing and Fare subject to Change Without Notice.

## LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT	CONNECTING WITH ANY	VISIT
SAN FRANCISCO	DIRECT TRAINS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.	YOSEMITE
LOS ANGELES		GRAND CANYON
SALT LAKE		FEATHER RIVER
CHICAGO		YELLOW STONE PARK
NEW YORK		NIAGARA FALLS.

## HONGKONG-MANILA

S.S. "PRESIDENT CLEVELAND" Sailing Wednesday April 15th, at 5 p.m.  
 S.S. "PRESIDENT PIERCE" Sailing April 29th, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

## PACIFIC MAIL STEAMSHIP CO.,

1st Floor, QUEEN'S BUILDING, HONGKONG.  
 Cable Address: "PACMAIL". Tel. Central 141. Canton Agents: HOLYOAKE, MASSEY & CO., LTD.

## AMERICAN FAR EAST LINE

OPERATED FOR

## UNITED STATES SHIPPING BOARD

By STRUTHERS & BARRY, Managing Operators.

## REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES  
 FROM HONGKONG BY DIRECT ROUTE.  
 (23 days to San Francisco. 25 days to Los Angeles).

Cargo accepted for Transshipment at San Francisco to Weekly Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U.S. and Canadian Overland Points.

TO MANILA, CEBU, TABAGO AND ILOILO.  
 U.S.S. "WEST JESTER" Sailing Wednesday 22nd Apr. Leave Hongkong 22nd Apr.  
 Through Bills of Lading issued to all Ports not served.

For Full Information, Apply to—

## STRUTHERS AND BARRY.

L. EVERETT, Inc. 1st Floor, Queen's Building.  
 General Agents, A. SCHOFIELD, Res. Agent.  
 Japan, China, Philippine Islands, Indo-China, Straits Settlements. Phone: Central 3005. [1925]

## AMERICAN ORIENTAL MAIL LINE

Operated for UNITED STATES SHIPPING BOARD by ADMIRAL ORIENTAL LINE, Managing Operators.

## FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO

## SEATTLE &amp; VICTORIA

SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT JACKSON" Sailing Apr. 15th.  
 "PRESIDENT MCKINLEY" Sailing Apr. 21st.  
 "PRESIDENT JEFFERSON" Sailing May 9th.  
 "PRESIDENT GRANT" Sailing May 21st.

## TO EUROPE—£120-£112-£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

## TO MANILA

"PRESIDENT MCKINLEY" Sailing Apr. 15th.  
 "PRESIDENT JEFFERSON" Sailing May 9th.  
 Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.  
 Copies of this paper are on file in our Office SEATTLE, CHICAGO, NEW YORK.  
 For Passage and Freight Booking apply to ADMIRAL ORIENTAL LINE, Managing Operators.  
 Telephone: Central 3477, 3478 & 795. Hongkong and Shanghai Bank Building.

## THE SWEDISH EAST ASIATIC COMPANY, LIMITED,

GOTHENBURG.



**THE BANK LINE, LTD.**

AGENTS FOR THE FOLLOWING SERVICES.

**NEW YORK BOSTON & BALTIMORE**

AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. Co., Ltd.)

4.4. "CITY OF DURBAN" ... via Suez Canal ... 25th Apr.  
 4.4. "KANSAS" ... via Suez Canal ... 19th May

**BOSTON & NEW YORK**

AMERICAN &amp; ORIENTAL LINE

4.4. "MARISTON" ... via Suez Canal ... 30th Apr.

**UNITED KINGDOM & CONTINENT**

"ELLERMAN" LINE

(ELLERMAN &amp; BUCKNALL S.S. Co., Ltd.)

4.4. "TRAFFORD HALL" ... 21st Apr.  
 4.4. "CITY OF ATHENS" ... 2nd May  
 4.4. "CITY OF GLASGOW" ... 14th May

MODERATE RATES TO MARSEILLES AND LONDON.

**MAURITIUS & SOUTH AFRICA**

ORIENTAL-AFRICAN LINE

4.4. "SURAT" ... Sails Hongkong, 25th Apr.  
 Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Cape Town.  
 Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chindo, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

For Freight or Passage on any of the above Lines, Apply to—

**THE BANK LINE LTD.**

Tel. Cent. 4791.

**BOSTON, NEW YORK & BALTIMORE**

Joint Service of the

**BLUE FUNNEL LINE**

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

**AMERICAN & MANCHURIAN LINE**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

4.4. "HELENUS" ... via Suez Canal ... 19th Apr.  
 4.4. "CITY OF DURBAN" ... via Suez Canal ... 25th Apr.  
 4.4. "TASMAN" ... via Suez Canal ... 7th May  
 4.4. "KANSAS" ... via Suez Canal ... 19th May

Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE & THE BANK LINE, LTD., HONGKONG.  
 HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

**M. MESSAGERIES MARITIMES M.**

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
PAUL LECAT	—	—	26th Apr. 1925
ANDRE LEBON	—	—	10th May, "
AMBOISE	25th Mar. 1925	27th Apr. 1925	24th June, "
CHATELAIN	8th Apr. "	11th May, "	7th June, "
PORTIER	23rd Apr. "	25th May, "	21st June, "
ANGKOR	7th May, "	8th June, "	5th July, "

**RATES OF PASSAGE MONEY TO MARSEILLES**

(including Table Wine and Free Doctor's Attendance.)  
 A Cabin (1st Class) ... 25.00.00. B Cabin (1st Class) ... 25.00.00.  
 STEAMERS (2nd) ... 25.00.00. STEAMERS (2nd) ... 25.00.00.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

4.4. "loading for HAVRE, ANTWERP

4.4. "COMMISSAIRE RAMEL" from DUNKIRK, LONDON &amp; HAVRE to des

to arrive about 22nd April.

Sailings subject to alteration without notice.

For full Particulars, apply to—

**MESSAGERIES MARITIMES CO.**

Telephone Central 740. 3, Queen's Buildings.

CONSIGNATION—TRANSHIP—REPRESENTATION.

**PRINCE LINE FAR EAST SERVICE**

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

4.4. "SIBERIAN PRINCE" ... 1st May, 1925.  
 4.4. "MOORISH PRINCE" ... 1st June, "

For Freight and Full Particulars, apply to—

**FURNESS (FAR EAST), LIMITED.**

Telephone Central 5105

Telegrams Furness.

(Incorporated in Great Britain)

King's Building.

**P. & O., British India**  
**Apcar and**  
**Eastern & Australian**  
**Lines**

(COMPANIES Incorporated in ENGLAND).

**MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,  
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING  
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
 EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STRAIPERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KARMAIA"	9,098	18th Apr. Noon	Mars. L'lon. A'warp. & Hull
"NAGPORE"	9,233	21st Apr. Noon	Singapore, Penang, Colombo & B'way.
"LAHORE"	9,233	24th Apr. Noon	Singapore & Bombay
"MAKEDONIA"	11,069	2nd May	Marseilles & London
"ALIPPORE"	5,372	13th May	Singapore, Penang, & Bombay
"SARDINIA"	5,584	16th May	S'pore, Penang, Colombo & B'way.
"MOBBA"	4,936	23rd May	S'pore, Penang, Colombo & B'way.
"MOBBA"	10,911	30th May	Marseilles & London
"YACOVA"	8,514	31st May	Marseilles & London
"SICILIA"	8,514	10th June	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,116	13th June	Mars. L'lon. & Antwerp
"MALWA"	10,941	17th June	Marseilles & London
"DELTA"	8,097	6th July	S'pore, Penang, Colombo & B'way.
"KASHMIR"	8,368	11th July	Mars. L'lon. & Antwerp
"SARDINIA"	8,514	22nd July	S'pore, Penang, Colombo & B'way.
"MAKEDONIA"	10,902	28th July	Marseilles & London
"KASHMIR"	8,368	28th Aug.	Marseilles, London & A'warp.
"MAKEDONIA"	11,069	22nd Aug.	Marseilles & London
"NARKUNDA"	16,327	24th Sept.	Marseilles & London
"KARMAIA"	9,138	19th Sept.	Marseilles, London, & A'warp.

**BRITISH INDIA-APCAR SAILINGS**

"TALMA"	10,000	24th Apr.	Singapore, Penang & Calcutta.
"TILAWA"	10,000	30th Apr.	do.
"TALAMBA"	5,018	8th May	do.
"TAKLIWA"	7,936	21st May	do.
"TAIRRA"	7,936	23rd May	do.
"TAKADA"	6,949	4th June	do.

**EASTERN AND AUSTRALIAN SAILINGS (South)**

"ST. ALBANS"	4,500	29th April	Manila, Sandakan, Thursday
"TANDA"	4,968	3rd June	Island, Townsville, Brisbane,
"ARAFURA"	4,000	1st July	Sydney & Melbourne.
"ST. ALBANS"	4,500	29th July	do.
"TANDA"	4,968	2nd Sept.	do.
"ARAFURA"	4,000	30th Sept.	do.

4.4. "TANDA" calls at Kolambagan.

The E. & A.S. Co., Ltd. steamers will also call at Shanghai, Hongkong, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route at discretion of the Company.

Frequent connections to Australia with the following—  
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal (Suez, France, etc.)  
 The P. & O. Branch Services of Steamers to London via the Cape.  
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

**SAILINGS TO SHANGHAI AND JAPAN**

"TALAMBA"	8,018	15th Apr.	Amoy, Shanghai & Kobe
"SARDINIA"	8,584	17th Apr. D.L.	Shanghai, Kobe & Yokohama.
"NAGOVA"	8,584	23rd Apr.	Shanghai, Moji & Kobe.
"TAKLIWA"	7,936	24th Apr.	Kobe
"MOBBA"	10,911	1st May	Shanghai, Moji, Kobe & Yokohama
"SARDINIA"	8,584	1st May	Shanghai & Kobe
"TAKLIWA"	7,936	5th May	Kobe
"TANDA"	4,968	9th May	Moji, Kobe & Yokohama
"KALYAN"	9,116	16th May	Shanghai, Moji, Kobe & Yokohama.
"SICILIA"	8,514	12th May	Shanghai & Kobe
"TAKADA"	6,949	17th May	Kobe
"MALWA"	10,941	29th May	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	4,000	6th June	Moji & Kobe
"KASHMIR"	8,368	13th June	Shanghai, Moji & Kobe
"DELTA"	8,097	18th June	Shanghai, & Kobe
"MANTUA"	10,902	26th June	Shanghai, Moji & Kobe.
"SARDINIA"	8,584	28th June	Shanghai & Kobe.
"ST. ALBANS"	4,500	4th July	Moji & Kobe.
"KASHMIR"	8,368	10th July	Shanghai, Moji & Kobe.
"SARDINIA"	8,584	16th July	Shanghai & Kobe
"MAKEDONIA"	11,069	24th July	Shanghai Moji & Kobe
"KARMAIA"	9,138	7th Aug.	do.
"SICILIA"	8,514	7th Aug.	Shanghai & Kobe
"TANDA"	4,968	8th Aug.	Moji, Kobe & Yokohama
"NARKUNDA"	16,327	21st Aug.	Shanghai.
"KASHMIR"	8,368	4th Sept.	Shanghai, Moji & Kobe.
"ARAFURA"	4,000	5th Sept.	Moji, Kobe & Yokohama.
"MALWA"	10,941	18th Sept.	Shanghai & Kobe
"ST. ALBANS"	4,500	2nd Oct.	Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

\*Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.  
 All Cables are fitted with Electric Fans free of charge.  
 Parcels measured not more than 35 lbs. 11 oz. 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

**MACKINNON, MACKENZIE & CO.**

P. &amp; O. Building, Cantonment Road Central, HONGKONG Agents.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

**SWATOW, AMOY & FOCHOW**

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG — 1. Capt. Ellis Walker. Friday, 17th Apr. at 1 p.m.  
 HAICHING — 1. Capt. W. B. Turnbull. Tuesday, 21st Apr. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Black Flag).

Round Trip Tickets will be issued from Hongkong to Fochow (Fochow, Amoy and Fochow) and return by the same steamer by the "HAICHING" "HAIPHONG" and "HAICHING" at the Reduced Rate of \$50.00 including meals while the steamer is in port.

For Freight and Passage apply to—

**DOUGLAS LAFRAIR & CO.**

General Managers

**CHINA NAVIGATION CO., LIMITED.**

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
SWATOW & SINGAPORE	"KUNGCOW"	On 14th Apr. 11 a.m.
SHANGHAI & TSINGTAO	"LUCHOW"	On 15th Apr. Noon.
SHANGHAI & NEWHONG	"FAKHOT"	On 15th Apr. 5 p.m.
SWATOW & SHANGHAI	"SUIYANG"	On 16th Apr. 11 a.m.
HOHANG, FAKHOI & HAIPHONG	"TAMING"	On 16th Apr. 11 a.m.
HOHANG & BANGKOK	"CHINHUA"	On 16th Apr. 3 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 16th Apr. 4 p.m.
AMOI, SWATOW & SINGAPORE	"KIANGSU"	On 16th Apr. D.L.
SHANGHAI & TSINGTAO	"CHUBAN"	On 16th Apr. Noon.

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (via Swatow and extending to Fochow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

HONGKONG LINE—Regular weekly service leaving Hongkong Sundays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

**BUTTERFIELD & SWIRE.**

Telephone Central 22.

Agents.

CARGO AND PASSENGER CAN BE SECURED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE.

**AUSTRALIAN ORIENTAL LINE**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Due at Hongkong on or about	Due to sail for Manila, Port Bango, Thursday Is., & Australia on or about
"TAIYUAN"	4th May	5th May

This steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—

**BUTTERFIELD & SWIRE.**

Telephone No. Central 22.

Agents.

**DODWELL & CO., LTD.****NEW YORK BERTH**

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "DACE CASTLE" ... Sails 19th May

**LLOYD TRIESTINO.**

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUMED).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADELIATTO, LEVANT, BLACK SEA AND DANUBE PORTS.

REPOVED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£56.

**NEXT SAILINGS**

OUTWARD FOR SPANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "SILVIO PELLICO" (cargo only) ... Sails about 18th Apr.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

S.S. "DUCHESSA D'AOSTA" ... Sails about 3rd May

**BATAL LINE OF STEAMERS.**

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMONA" ... Sails about 16th April

S.S. "UMZUMBI" ... Sails about 31st May

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LIMITED**

Telephone Central 1296.

Agents

**KONINKLYKE PAKETVAART MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE STEAMSHIP

**"VAN OVERSTRATEN"**

23rd April, 1925.

For SINGAPORE, PENANG AND BRAWAN-DESI DIRECT.

Offers excellent Saloon accommodation.

All lower berths.

Doctor carried.

English cuisine.

Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Services to all destinations in the Netherlands East Indies and Australia.

Agents:—

**JAVA-CHINA-JAPAN-LIJN,**

Telephone 1574.

YORK BUILDING, CHARTER ROAD.



